50 YEARS

Nash

1952 TECHNICAL SERVICE MANUAL

BODY

Nash

TECHNICAL SERVICE MANUAL

for the 1952 "AMBASSADOR" "STATESMAN" and "RAMBLER" SERIES

Nash Motors
Division of
Nash-Kelvinator
Corporation

Detroit 32, Michigan
U. S. A.

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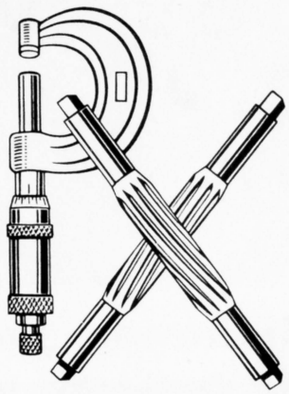

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MODEL AND BODY IDENTIFICATION

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FIGURE 1—*"Ambassador" Custom Two Door Trunk Sedan (Model 5276 Shown).*

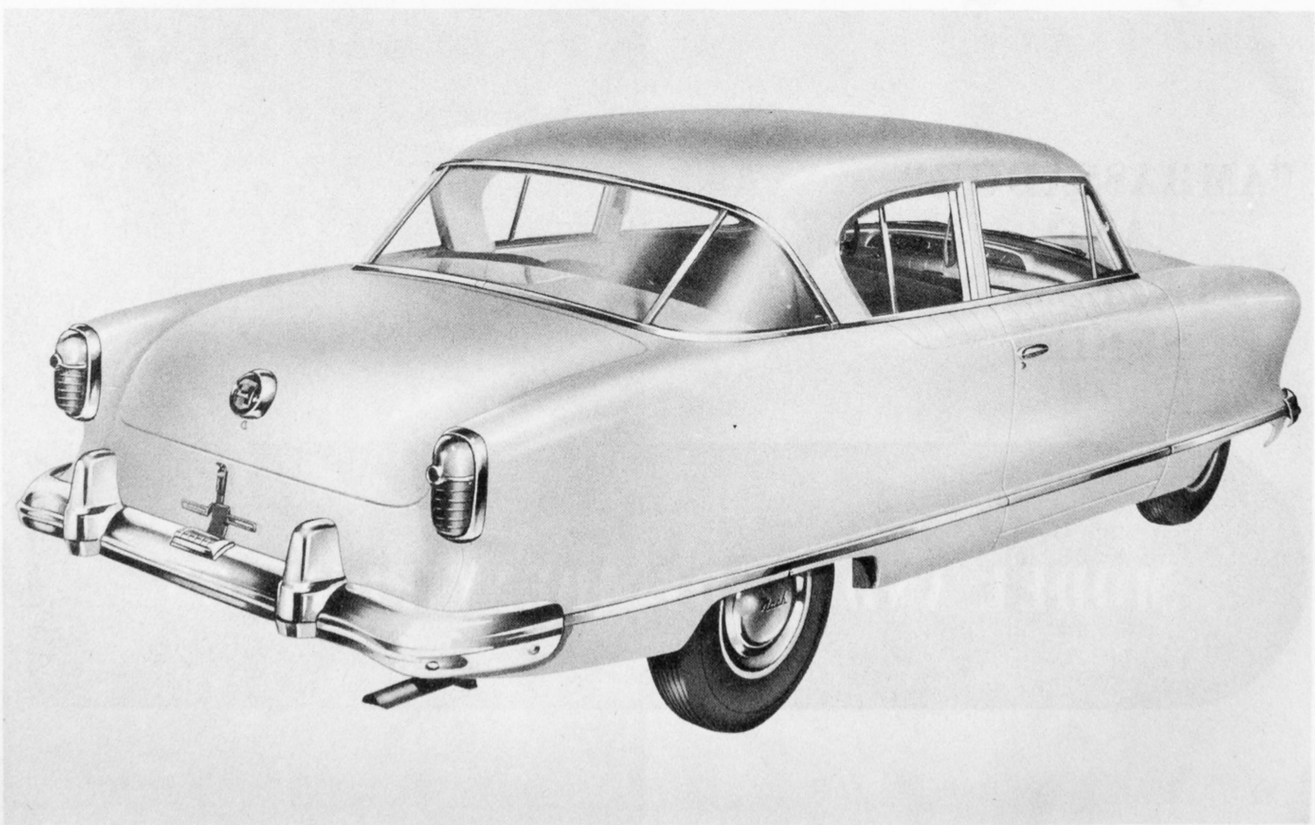


FIGURE 2—*"Ambassador" Custom Two Door Trunk Sedan (Model 5276 Shown).*

MODEL AND BODY IDENTIFICATION
("Ambassador" and "Statesman" Series)

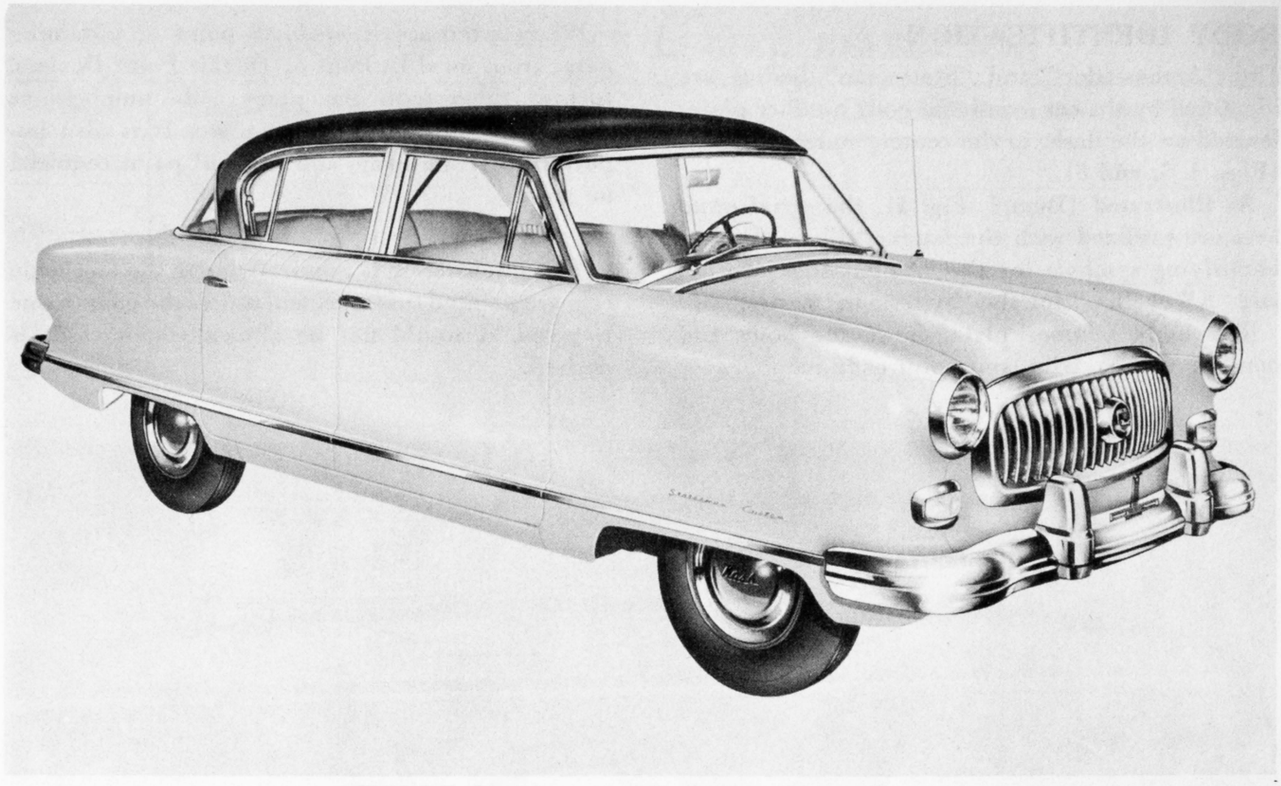


FIGURE 3—*"Statesman" Custom Four Door Trunk Sedan (Model 5255 Shown).*

MODEL IDENTIFICATION

Model numbers identify each "Ambassador" and "Statesman" in accordance to their body type, as well as the different appointments in each body type, indicating Custom or Super Models. The model number for each car is stamped into the body identification plate.

Model 5275	"Ambassador"	Custom Four Door Trunk Sedan
Model 5265	"Ambassador"	Super Four Door Trunk Sedan
Model 5255	"Statesman"	Custom Four Door Trunk Sedan
Model 5245	"Statesman"	Super Four Door Trunk Sedan
Model 5276	"Ambassador"	Custom Two Door Trunk Sedan
Model 5266	"Ambassador"	Super Two Door Trunk Sedan
Model 5256	"Statesman"	Custom Two Door Trunk Sedan
Model 5246	"Statesman"	Super Two Door Trunk Sedan

BODY IDENTIFICATION

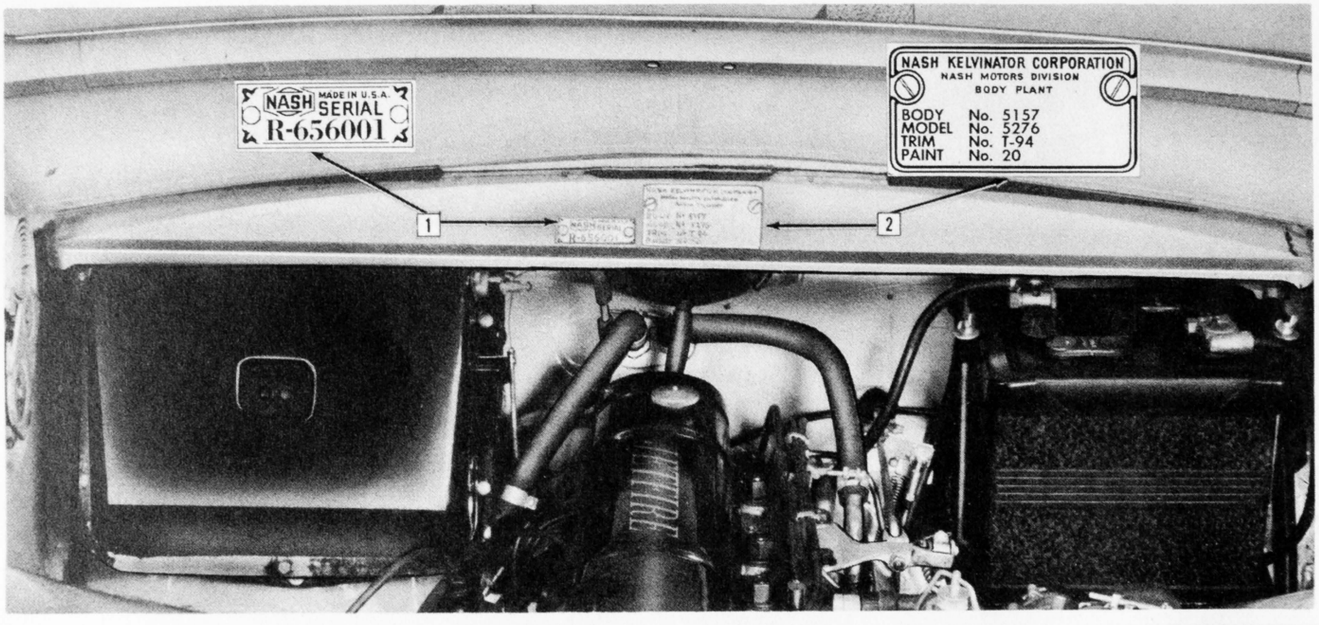
The "Ambassador" and "Statesman" bodies are identified by the car serial and body number plates located on the dash, in the center, under the hood (Figs. 4, 5, and 6).

As illustrated (Item 1, Fig. 4), the serial numbers are prefixed with the letters "R" or "RC" as identifying symbols for the "Ambassador" Series, and "K" or "KC" for the "Statesman" Series.

The body number plate shows the body and model numbers, trim, and paint code numbers.

When reference is made to paint or obtaining paint from local DuPont or Ditzler Paint Dealers, furnish them with the paint code numbers as shown on the body number plate. It is also important that the name and color of paint required be given.

This information is required due to the fact some cars are painted two-tone, and unless the color name is given, it would not be known which color is desired.



1. Serial Number Plate
2. Body Number Plate "Ambassador" Series

FIGURE 4—*Car Identification Plates.*

FIGURE 5—*Serial Number Plate "Statesman" Series.*

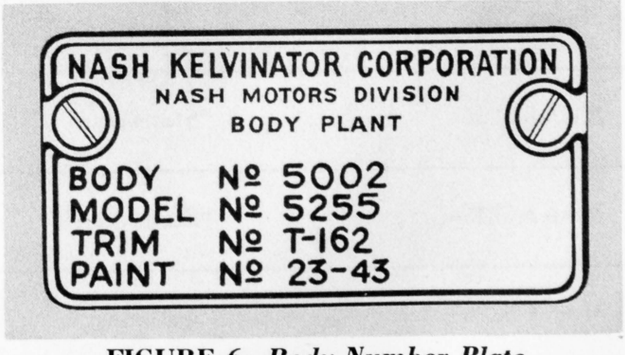


FIGURE 6—*Body Number Plate "Statesman" Series.*

The numbers on these plates must be given when any reference is made to the body, such as in ordering parts or material for the body.

Whenever reference is made to various parts of the body, both the name of the part and its location are very essential. For example, a door, seat cushion, seat back, or fender should be referred to as right or left, front or rear.

For example:

Paint No. 20

This would indicate the complete car was painted in one color.

Paint No. 23-43

This would indicate the lower color was No. 23 and the upper color was No. 43.

MODEL AND BODY IDENTIFICATION

("Ambassador" and "Statesman" Series)

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Date	Letter No.	Subject	Changes information on Page No.

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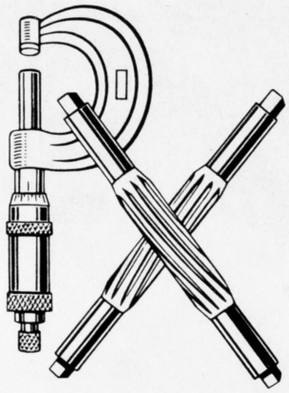

"AMBASSADOR" AND "STATESMAN" SERIES

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BODIES - PANELS - SUBASSEMBLIES

BODIES—PANELS—SUBASSEMBLIES

("Ambassador" And "Statesman" Series)

BODIES COMPLETE AND SKELETON

Complete Bodies

The "Ambassador" and "Statesman" Series bodies are available as a complete unit in all models, painted, with upholstery and hardware, without instruments and chassis parts.

Skeleton Bodies

These are also available in all models as replacements when the car body is damaged beyond repair, while the doors, trim material, hardware, and other parts may be repaired and reused. When this is the case, it is less expensive to use a "skeleton body" to which the undamaged or repaired parts are transferred.

NOTE: *Bodies, complete or skeleton, are normally available only during the production year for the model desired.*

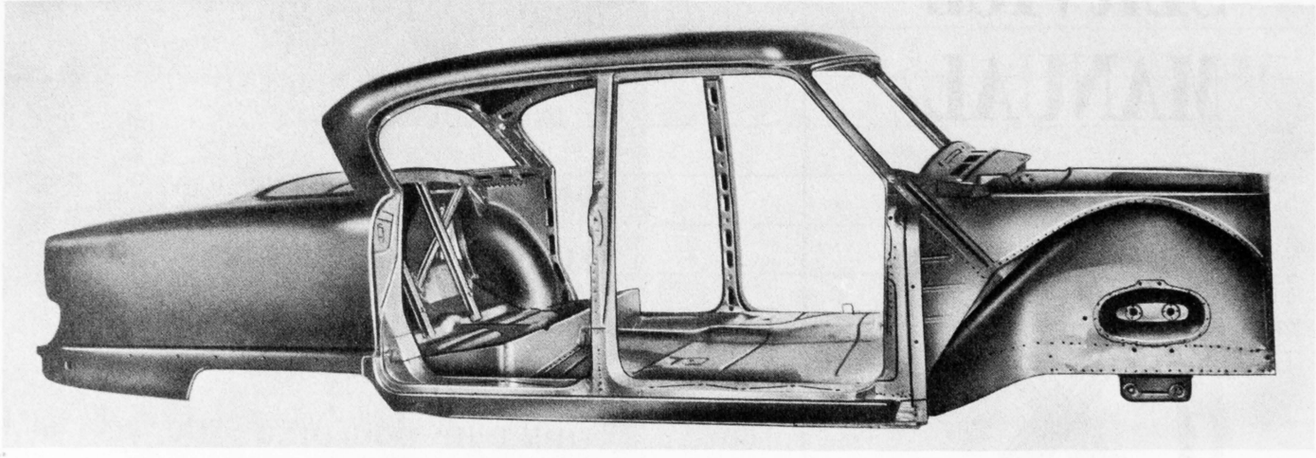
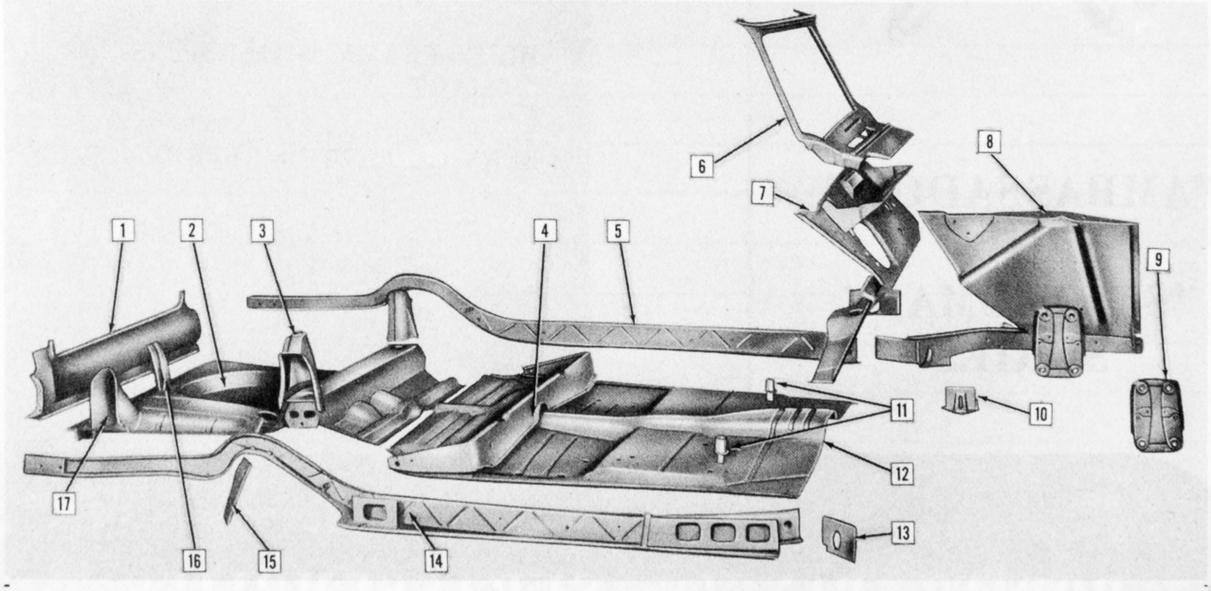


FIGURE 1—*Skeleton Body "Ambassador" Series Shown.*



1. Lower Deck Center Panel
2. Rear Floor Pan Assembly
3. Shock Absorber Housing, Right
4. Rear Seat Cushion Riser Assembly
5. Side Sill Assembly, Left Rear
6. Cowl Panel Assembly
7. Dash and Toe Board Assembly
8. Front Wheelhouse Inner Panel and Front Sill Assembly, Left
9. Front Suspension Mounting Bracket Assembly (Right or Left)
10. Rear Motor Support Bracket Assembly Left
11. Front Seat Spacer Assembly
12. Front Floor Pan Assembly
13. Side Sill Lower Front End Filler Plate
14. Side Sill Assembly, Right Rear
15. Stabilizer Bar Bracket Assembly
16. Rear Deck Cover Lock Striker Bracket Assembly
17. Fuel Tank Filler Neck Housing

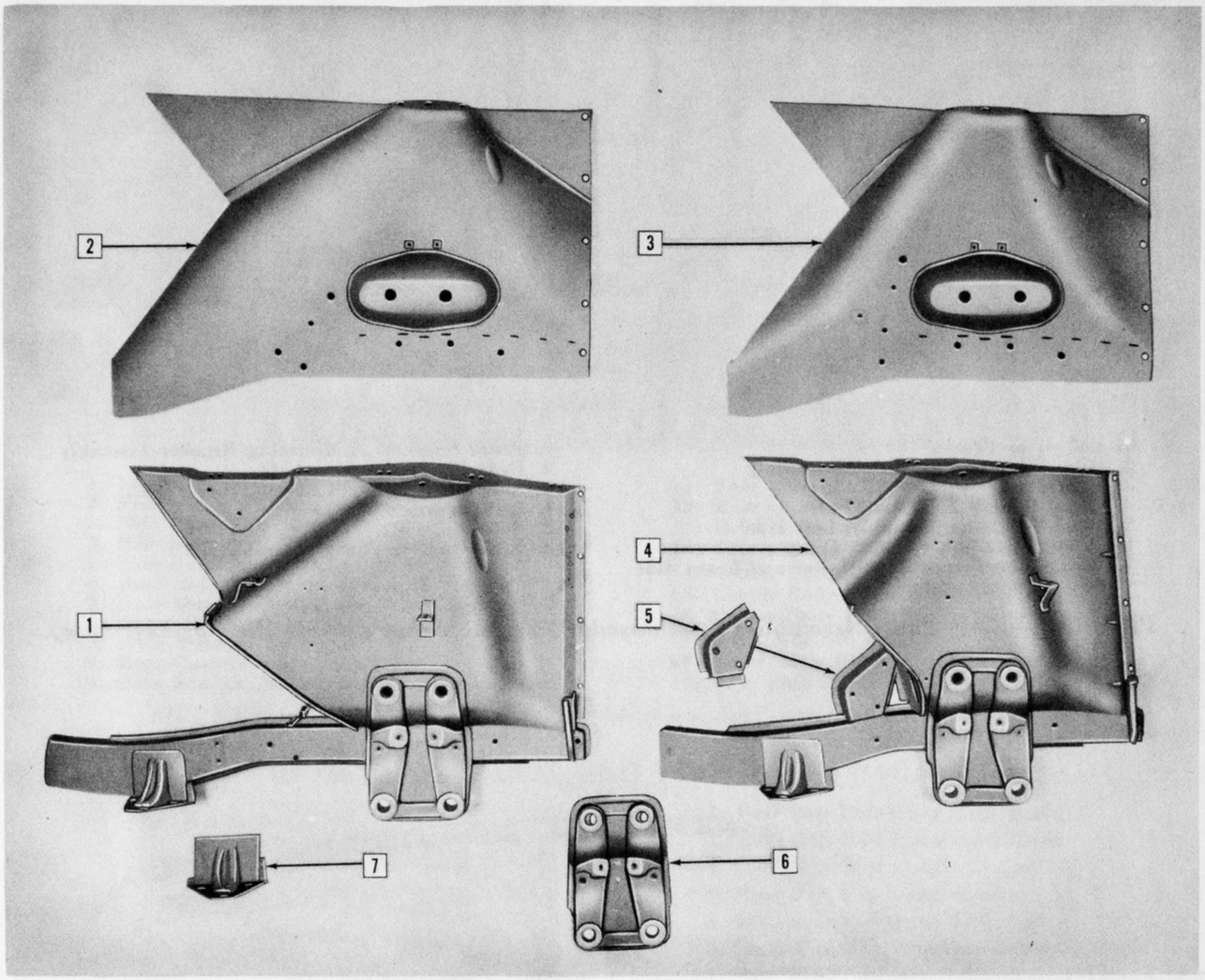
FIGURE 2—*Individual Parts of the Under Body "Ambassador" Series Shown.*

BODIES — PANELS — SUBASSEMBLIES
("Ambassador" And "Statesman" Series)

INDIVIDUAL PARTS, UNDERBODY FLOOR AND FRAME UNIT

Many times, replacing damaged panels with new parts is less expensive than repairing the damaged section.

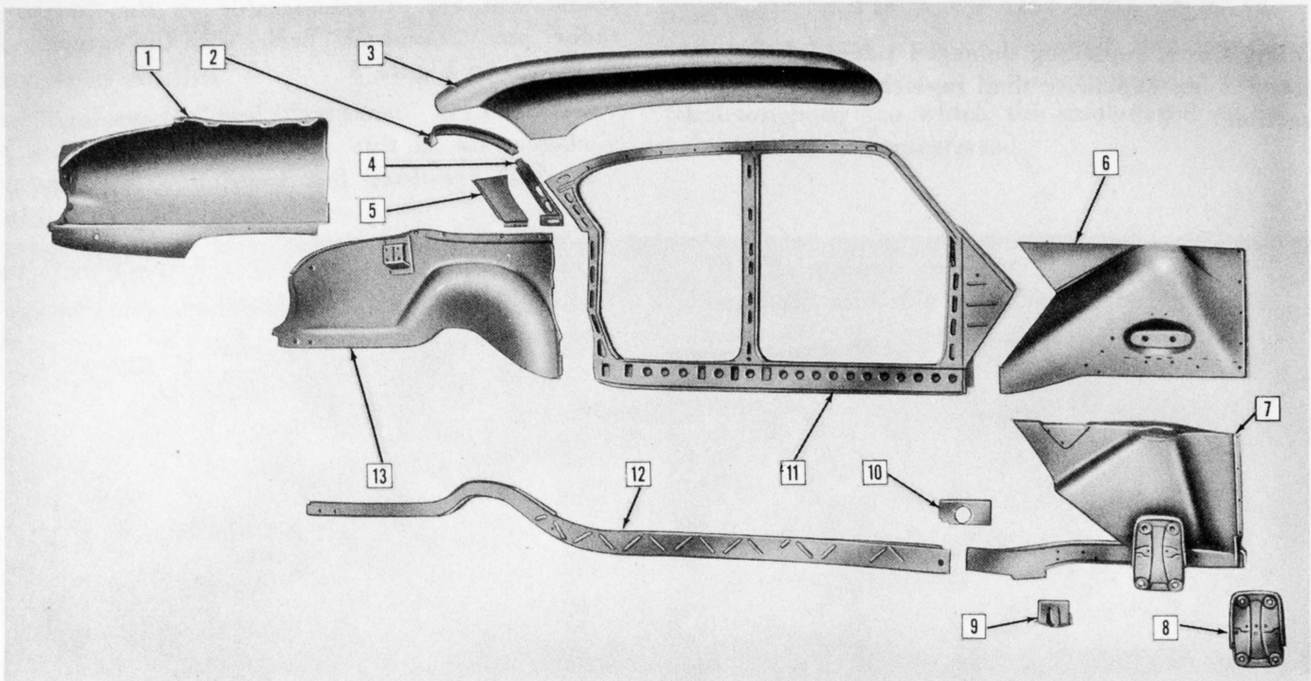
All individual parts of the underbody floor and frame unit are interchangeable on the "Ambassador" and "Statesman" Series with the exceptions as shown in Figure 3.



1. Front Wheelhouse Panel Inner and Front Side Sill Assembly "Ambassador" Series
2. Front Wheelhouse Panel, Outer, "Ambassador" Series
3. Front Wheelhouse Panel, Outer, "Statesman" Series
4. Front Wheelhouse Panel Inner and Front Side Sill Assembly "Statesman" Series
5. Steering Gear Bracket Spacer Assmbly, Lft, "Statsman" only
6. Front Suspension Mounting Bracket, Left, "Ambassador" and "Statesman"
7. Rear Motor Support, Left, "Ambassador" and "Statesman"

FIGURE 3—*Front Wheelhouse Assemblies "Ambassador" and "Statesman" Series (Left Side Shown).*

BODY PANEL ASSEMBLIES



1. Left Rear Fender
2. Rear Window Upper Rail Assembly
3. Roof Panel
4. Rear Window End Rail, Left
5. Roof Extension Assembly, Left Side
6. Front Wheelhouse Panel, Outer
7. Front Wheelhouse Panel Inner and Front Side Sill Assembly, Left
8. Front Suspension Mounting Bracket Assembly
9. Rear Motor Support, Left
10. Side Sill Front End Lower Filler Plate
11. Uniside Assembly, Left
12. Side Sill, Left
13. Rear Quarter Panel Assembly, Left

FIGURE 4—*Body Panel Assemblies "Ambassador" Series Shown (Inside View of Left Side).*

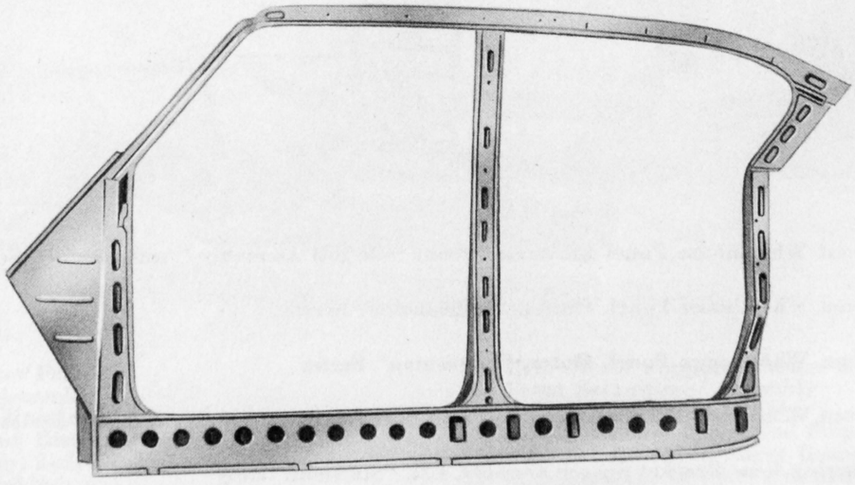
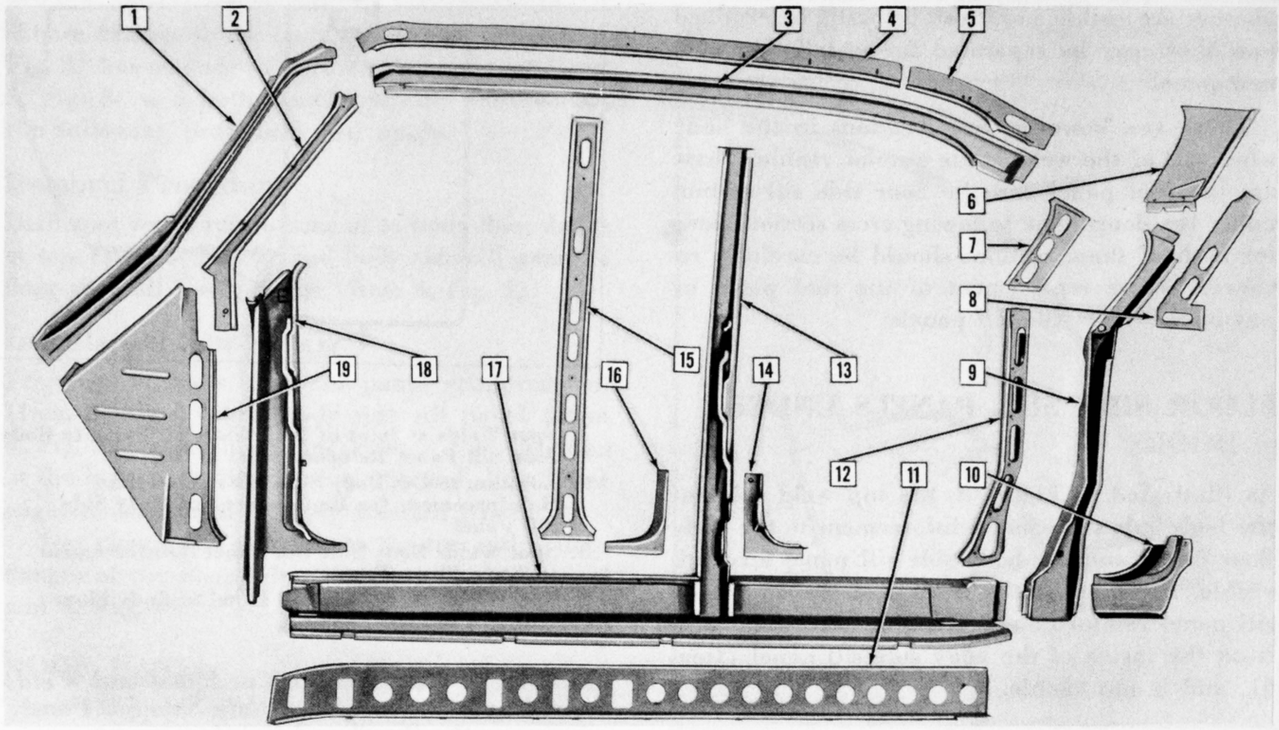


FIGURE 5—*Uniside Assembly "Ambassador" and "Statesman" Series.*

BODIES — PANELS — SUBASSEMBLIES
("Ambassador" and "Statesman" Series)

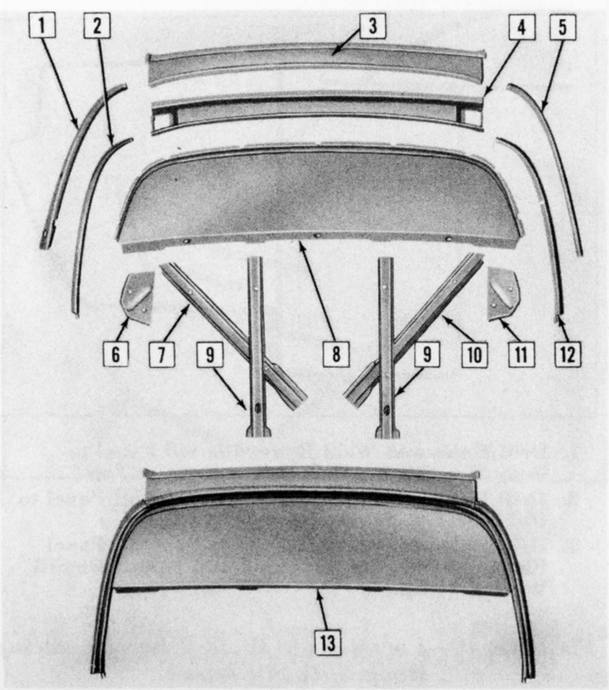
Body Panel Assemblies—Cont.



1. Front Body Pillar, Upper
2. Front Body Pillar Upper Reinforcement
3. Side Roof Rail Assembly
4. Side Roof Rail Reinforcement, Front
5. Side Roof Rail Reinforcement, Rear
6. Roof Side Extension Assembly, Right
7. Rear Quarter Body Lock Pillar Upper Reinforcement
8. Rear Window End Rail
9. Rear Quarter Body Lock Pillar
10. Rear Fender Lower Front Extension Assembly
11. Body Side Sill Panel Reinforcement
12. Rear Quarter Body Lock Pillar Lower Reinforcement
13. Center Body Pillar
14. Center Body Pillar Rear Extension
15. Center Body Pillar Reinforcement
16. Center Body Pillar Front Extension
17. Body Side Sill Panel
18. Front Body Pillar, Lower
19. Cowl Side Panel

FIGURE 6—*Individual Parts Uniside "Ambassador" and "Statesman" Series.*

REAR SHELF PANEL AND INDIVIDUAL PARTS



1. Rear Belt Rail Outer End, Right
2. Rear Belt Rail Inner End, Right
3. Rear Belt Rail Outer, Center
4. Rear Belt Rail Inner, Center
5. Rear Belt Rail Outer End, Left
6. Shelf Panel to Wheelhouse Gusset, Right
7. Rear Shelf to Floor Brace Right Diagonal
8. Rear Shelf Panel
9. Shelf Panel to Floor Strainer
10. Rear Shelf to Floor Brace Left Diagonal
11. Shelf Panel to Wheelhouse Gusset, Left
12. Rear Belt Rail Inner End, Left
13. Rear Shelf Panel Assembled

FIGURE 7—*Rear Shelf Panel Assembly and Individual Parts.*

REPLACEMENT OF NEW PANELS

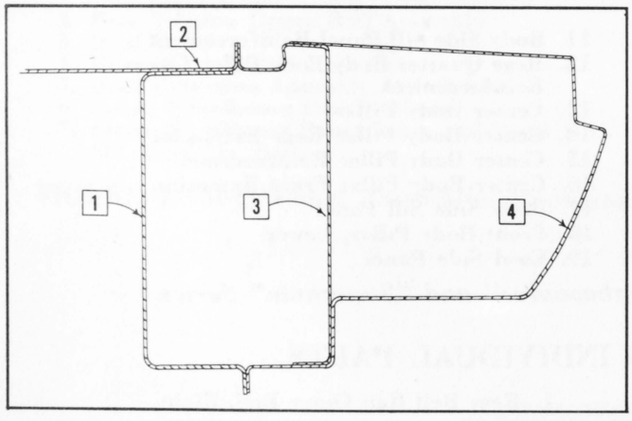
In cases of damage to the various panels of the body, where replacement will be required, careful examination should be made as to the extent of the damage to determine which panels will be required for the replacement.

In most cases the weld joints of one panel to another are visible and it can be easily determined how they may be separated for installation of a new panel.

There are, however, two locations in the body where all of the weld joints are not visible. These are the roof panel and the floor side sill section under the doors. The following cross section views for each of these sections should be carefully reviewed before replacement of the roof panel or any of the body side sill panels.

FLOOR SIDE SILL PANELS UNDER DOORS

As illustrated in Figure 8, the top weld joint of the body side sill panel reinforcement to the body floor flange and the body side sill panel are both visible. However, at the bottom of the body side sill panel reinforcement (Item 3), the weld joint is on the inside of the body side sill panel (Item 4), and is not visible.



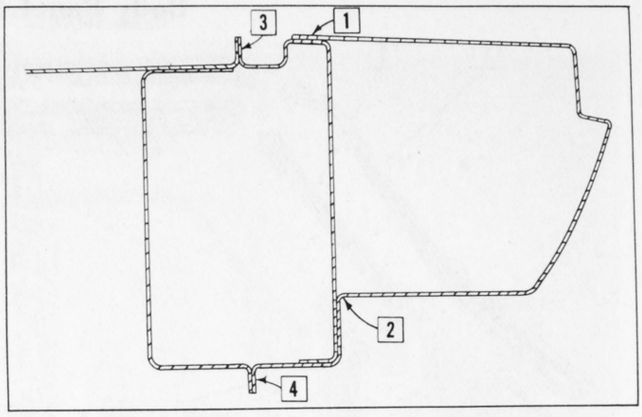
1. Floor Side Sill
2. Body Floor
3. Body Side Sill Panel Reinforcement
4. Body Side Sill Panel

FIGURE 8—*Cross Section View of Body Floor Side Sill Assembly Under Door Openings.*

Where damage has only effected the body side sill panel (Item 4, Fig. 8), the following procedure will apply.

Removal Procedure

Drill out spot welds or cut the body side sill panel from the body side sill panel reinforcement at top (Item 1, Fig. 9), and bend panel down so it may be cut from the bottom side of the reinforcement (Item 2, Fig. 9), leaving the reinforcement welded to the lower section of the body side sill panel and its weld joint to the bottom of the floor side sill lower flange entact.



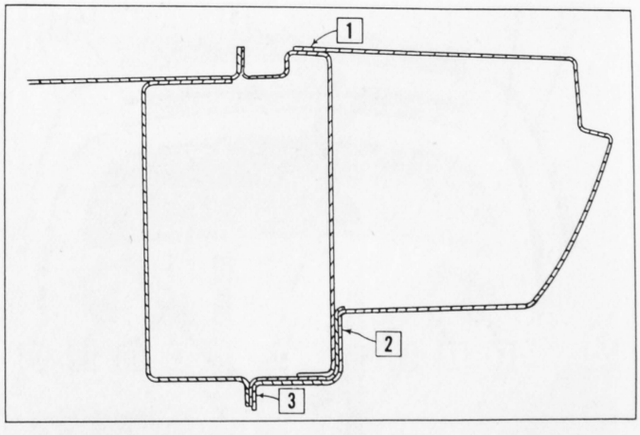
1. Spot Welds at Joint of Body Side Sill Panel to Body Side Sill Panel Reinforcement at Top
2. Location to Cut Body Side Sill Panel From Reinforcement for Replacement of Body Side Sill Panel
3. Spot Welds Body Side Sill Panel Reinforcement to Body Floor Flange
4. Spot Welds Body Side Sill Panel to Body Floor Side Sill Flange

FIGURE 9—*Locations to Cut Panel and Welds for Replacement of the Body Side Sill Panel or the Panel and Reinforcement.*

Installation Procedure

Install new panel at top of reinforcement (Item 1, Fig. 10), and to lower outside edge of old body side sill panel, clamping this panel with "C" clamps in proper position.

Drill holes and weld the new panel at top (Item 1) at bottom side (Item 2) and at bottom flange (Item 3).



1. Drill Holes and Weld Body Side Sill Panel to Body Side Sill Panel Reinforcement at Top
2. Drill Holes and Weld New Body Side Sill Panel to Old Side Sill Panel and Reinforcement
3. Drill Holes and Weld New Body Side Sill Panel Flange to Old Side Sill Panel and Floor Side Sill Welded Flange

FIGURE 10—*Locations to Weld When Replacing Body Side Sill Panel.*

BODIES — PANELS — SUBASSEMBLIES
("Ambassador" And "Statesman" Series)

BODY SIDE SILL REINFORCEMENT

Where damage to the body side sill panel (Item 4, Fig. 8) has extended into the reinforcement (Item 3, Fig. 8) and both panels require replacement, the following procedure will apply.

Removal Procedure

Drill spot welds reinforcement to body floor flange at top (Item 3, Fig. 9) and body side sill panel to floor side sill lower flange (Item 4, Fig. 9).

Installation New Panels

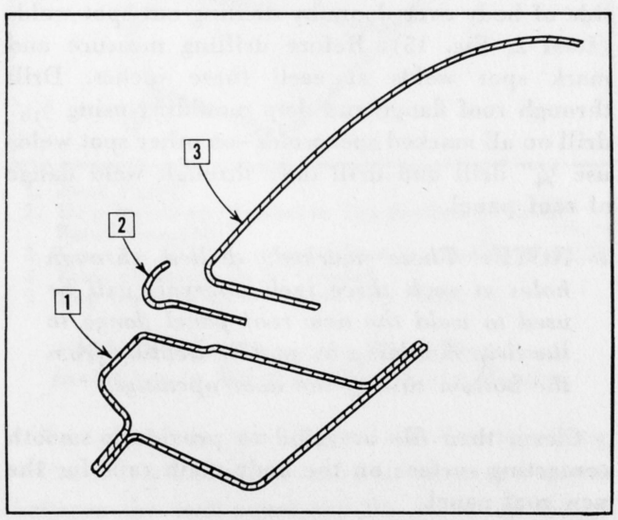
Properly fit body side sill panel reinforcement (Item 3, Fig. 8) into body side sill panel (Item 4, Fig. 8) and weld at top (Item 1, Fig. 10) then at the lower side (Item 2, Fig. 10) and along lower edge reinforcement to body side sill panel.

Now clamp this assembly to the top and bottom flanges of the floor side sill and weld at (Items 3 and 4, Fig. 9).

ROOF PANEL

The weld joints of the roof panel to the body are not visible at the front over the windshield or on the sides over the doors.

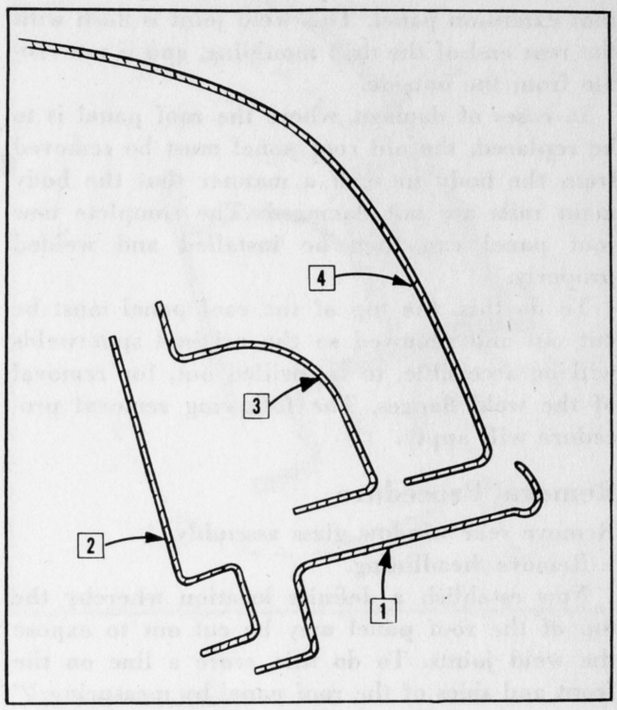
The welding flange of the roof panel is formed to point to the inside of the body at these points, however, over the rear window, the welding flange points to the outside of the body. When it is welded to the rear window upper rail, the weld joint of these two panels form a flange for the rear window glass sealer rubber which is visible when the rear window is removed.



1. Section of Cowl Panel Assembly at Top of Windshield Opening Welded to Windshield Header Reinforcement
2. Drip Moulding
3. Roof Panel

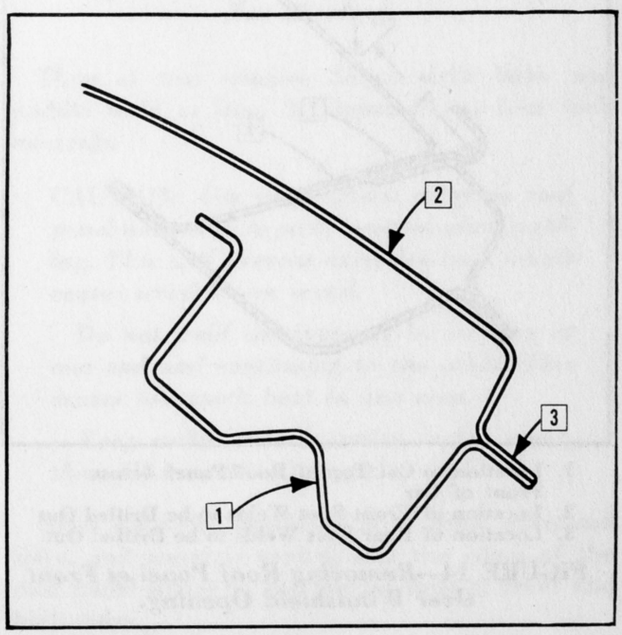
FIGURE 11—*Cross Section View of Windshield Header Assembly to Which Roof Panel is Welded at Front.*

Cross section views of each of these locations are shown in Figures 11, 12, and 13.



1. Drip Moulding
2. Side Roof Rail Reinforcement
3. Side Roof Rail
4. Roof Panel

FIGURE 12—*Cross Section View of Side Roof Rail Assembly to Which Roof Panel is Welded at Sides.*



1. Rear Window Upper Rail
2. Roof Panel
3. Weld Joint of Roof Panel to Upper Rail Forming Flange for Rear Window Glass Sealer Rubber

FIGURE 13—*Cross Section View of Rear Window Opening at Top.*

The rear side of the roof panel between the rear door opening and the rear window opening is butt welded to the top of the rear quarter side roof extension panel. This weld joint is flush with the rear end of the drip moulding, and is not visible from the outside.

In cases of damage, where the roof panel is to be replaced, the old roof panel must be removed from the body in such a manner that the body main rails are not damaged. The complete new roof panel can then be installed and welded properly.

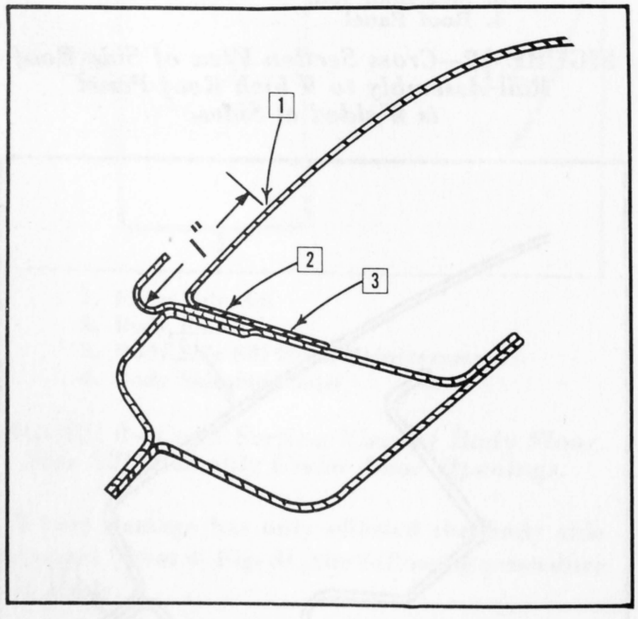
To do this, the top of the roof panel must be cut out and removed so the original spot welds will be accessible, to be drilled out, for removal of the weld flanges. The following removal procedure will apply.

Removal Procedure

Remove rear window glass assembly.

Remove headlining.

Now establish a definite location whereby the top of the roof panel may be cut out to expose the weld joints. To do this, score a line on the front and sides of the roof panel by measuring 1″ up from the drip moulding (Item 1, Fig. 14, and Item 1, Fig. 15).

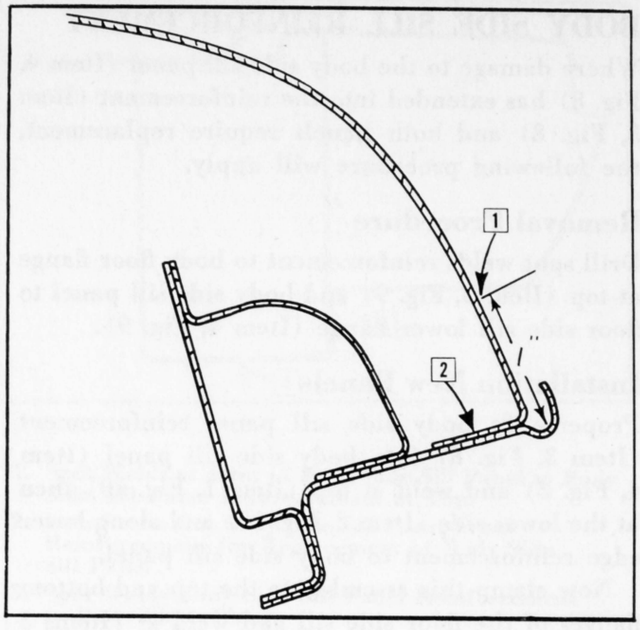


1. Location to Cut Top of Roof Panel Across Front of Car
2. Location of Front Spot Welds to be Drilled Out
3. Location of Rear Spot Welds to be Drilled Out

FIGURE 14—*Removing Roof Panel at Front Over Windshield Opening.*

Use panel cutter and cut roof across front over windshield then back on each side over doors to rear window.

Drill out roof panel rear flange to rear window upper rail spot welds (Item 3, Fig. 13). DRILL THROUGH ONLY THE ROOF PANEL FLANGE.



1. Location to Cut Top of Roof Panel From Front to Rear of Roof On Sides
2. Location of Spot Welds to be Drilled Out to Remove Flange of Roof Panel

FIGURE 15—*Removing Roof Panel From Drip Moulding on Sides of Body.*

Lift top of roof panel from body.

Remove weld flange of roof panel from front of body over windshield by drilling out spot welds (Items 2 and 3, Fig. 14).

Remove weld flange of roof panel from each side of body over doors by drilling out spot welds (Item 2, Fig. 15). Before drilling measure and mark spot welds at each three inches. Drill through roof flange and drip moulding using 5/16″ drill on all marked spot welds—on other spot welds use 1/4″ drill and drill only through weld flange of roof panel.

NOTE: *These marked, drilled through holes at each three inch intervals will be used to weld the new roof panel flange to the drip moulding by puddle welding from the bottom side of the door openings.*

Clean, then file or grind to provide a smooth contacting surface on the body main rails for the new roof panel.

Set the new roof panel on body main rails in proper alignment. Then at the rear side quarters mark the extension panel to provide a proper fit to the roof panel for welding.

Remove the roof panel and cut the extension panels on body to these markings.

BODIES — PANELS — SUBASSEMBLIES
("Ambassador" And "Statesman" Series)

Preparing New Roof Panel for Installation

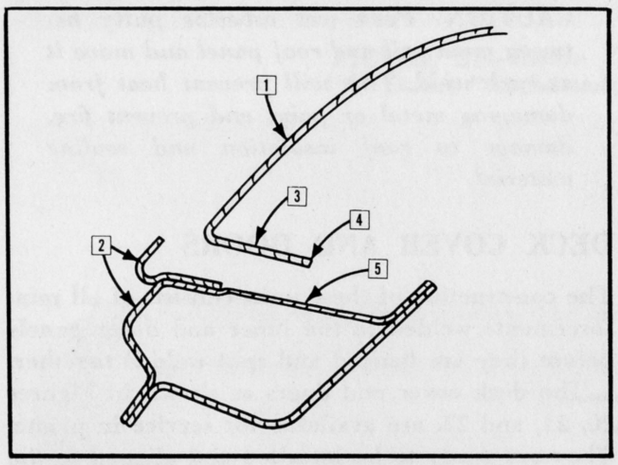
Refer to Items 2 and 3, Figure 14. These are the locations the roof panel weld flange was originally welded to the body, therefore, the new roof should be re-welded at the same locations.

Carefully drill 5/16" holes in welding flange at location of Item 2, Figure 14, and at six inch intervals completely across front of roof. These holes will be used to puddle weld the front of the roof to the windshield header.

Do not drill holes at Item 3, Figure 14, as the edge of the roof flange can be welded to the windshield header and holes are not required. This edge should be spot welded at six inch intervals and they should be spaced between the puddle welds at the front. This will result in a spot weld at each three inches across the front of the roof.

Installing Roof to Body

Set new roof on body and properly align to windshield header and rear window upper rail, using "C" clamps to hold the roof, in place, at each corner and center at the front and rear.



1. Roof Panel
2. Drip Moulding Welded to Top Section of Cowl Panel Assembly
3. Location of Holes to be Drilled for Puddle Welding
4. Edge of Flange to be Welded
5. Top Inner Section of Cowl Top Panel

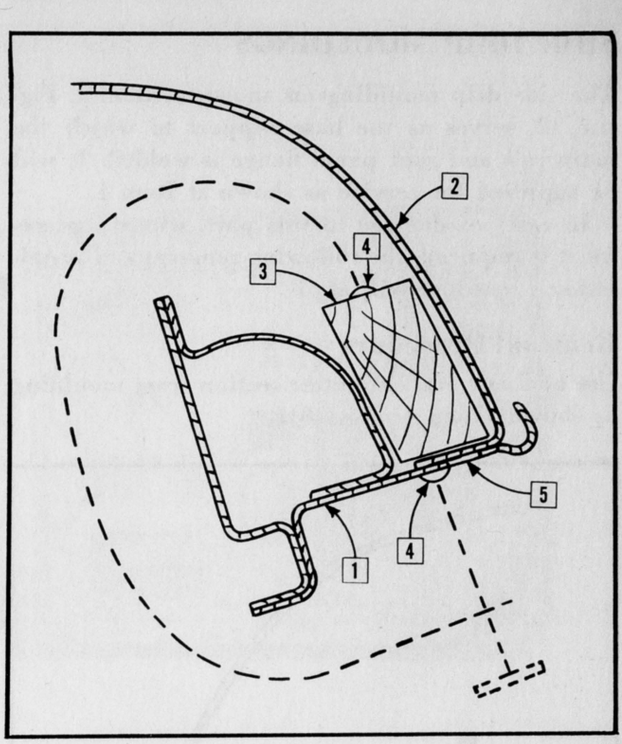
FIGURE 16—*Preparing Roof Panel and Installing to Body at Windshield Header.*

Now align sides of roof panel into drip moulding.

Use a small block of wood to serve as a spacer between the roof panel and the main rail clamping it into position as shown in Figure 17.

From inside of body weld front of roof to windshield header by puddle welding at Item 3, Figure 16.

Weld sides of roof panel by puddle welding through holes in drip moulding (Item 5, Fig. 17).



1. Drip Moulding
2. Roof Panel
3. Wood Block
4. "C" Clamp Holding Roof Panel Flange Properly Spaced
5. Holes in Drip Moulding Drilled When Damaged Roof Was Removed For Puddle Welding

FIGURE 17—*Spacing Sides of Roof Panel in Drip Moulding and Clamping Securely For Welding.*

Then at rear window flange, drill holes and puddle weld at Item 3, Figure 13, at four inch intervals.

CAUTION: *Use wet asbestos putty on roof panel and move to each location when welding. This will prevent excessive heat which causes wrinkles on metal.*

Do not weld continuously by starting at one end and continuing to the other. This causes too much heat in one area.

Keep welds at least twelve inches apart, then fill in welds after metal cools.

After all welds are filled in at front, rear, and sides, and metal is cooled, seal the edges of the roof panel flange to the header rails at front and both sides.

Brush red rubber cement on inside surface of roof panel and install new roof insulation material.

Install headlining material.

Install rear window glass assembly.

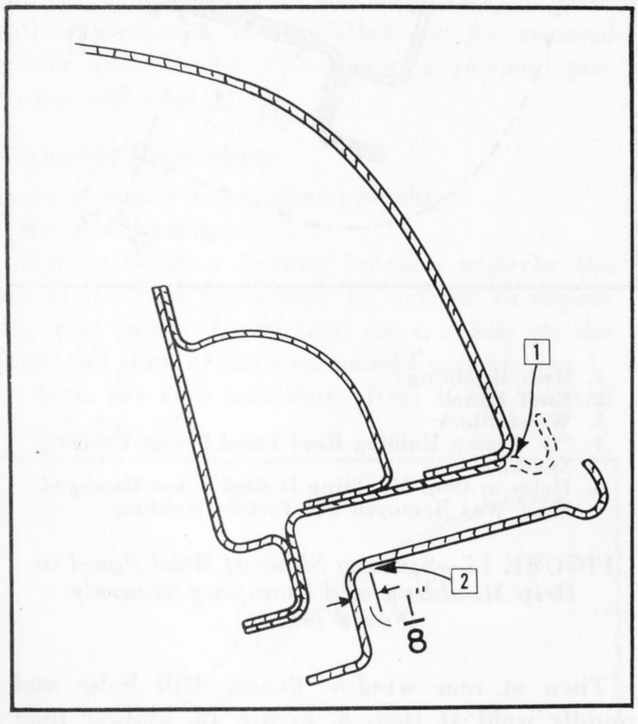
SIDE DRIP MOULDINGS

The side drip mouldings as shown at Item 1, Figure 12, serves as the base support to which the main rail and roof panel flange is welded. It will be supplied for service as shown at Item 1.

In cases of damage to this part, where replacement is required, the following removal and installation procedure will apply.

Removal Procedure

Use hacksaw and cut gutter section from moulding as shown (Item 1, Fig. 18).



1. Location to Cut Damaged Gutter From Moulding
2. Location to Cut Flange From Service Drip Moulding

FIGURE 18—*Removing Gutter Section From Drip Moulding and Preparing Service Drip Moulding For Installation.*

Preparing Drip Moulding for Installation

On service replacement measure 1/8" from inner flange of moulding and cut off the inner flange (Item 2, Fig. 18).

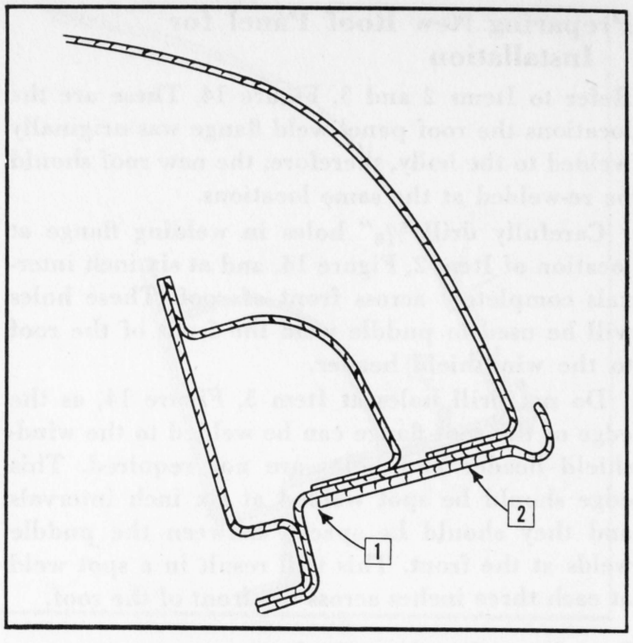
Drill 5/16" holes in moulding from front to rear, spaced at eight inch intervals, one inch from the outside edge of gutter.

Installing Drip Moulding

Loosen headlining on side of body.

Clamp moulding to body in proper position as shown in Figure 19.

Puddle weld at each hole Item 2, Figure 19, then weld at edge Item 1, Figure 19, between the spots puddle welded.



1. Spot Weld End to Corner at Eight Inch Intervals
2. Puddle Weld Through Holes in New Drip Moulding

FIGURE 19—*Installing New Drip Moulding Over Section of Old Drip Moulding.*

CAUTION: *Pack wet asbestos putty between main rail and roof panel and move it at each weld. This will prevent heat from damaging metal or paint and prevent fire, damage to roof insulation and sealing material.*

DECK COVER AND DOORS

The construction of these units consists of all reinforcements welded to the inner and outer panels before they are flanged and spot welded together.

The deck cover and doors as shown in Figures 20, 21, and 22, are available for service in prime. They are ready to be installed and aligned to the body, painted, and have the hardware, trim, etc., transferred from the damaged parts.

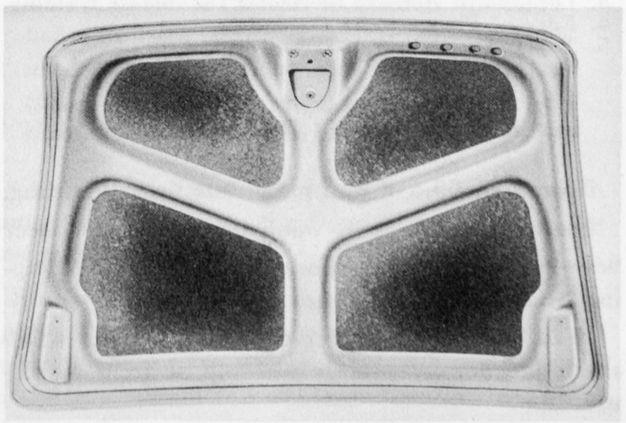


FIGURE 20—*Deck Cover "Ambassador" and "Statesman" Series.*

BODIES — PANELS — SUBASSEMBLIES
("Ambassador" And "Statesman" Series)

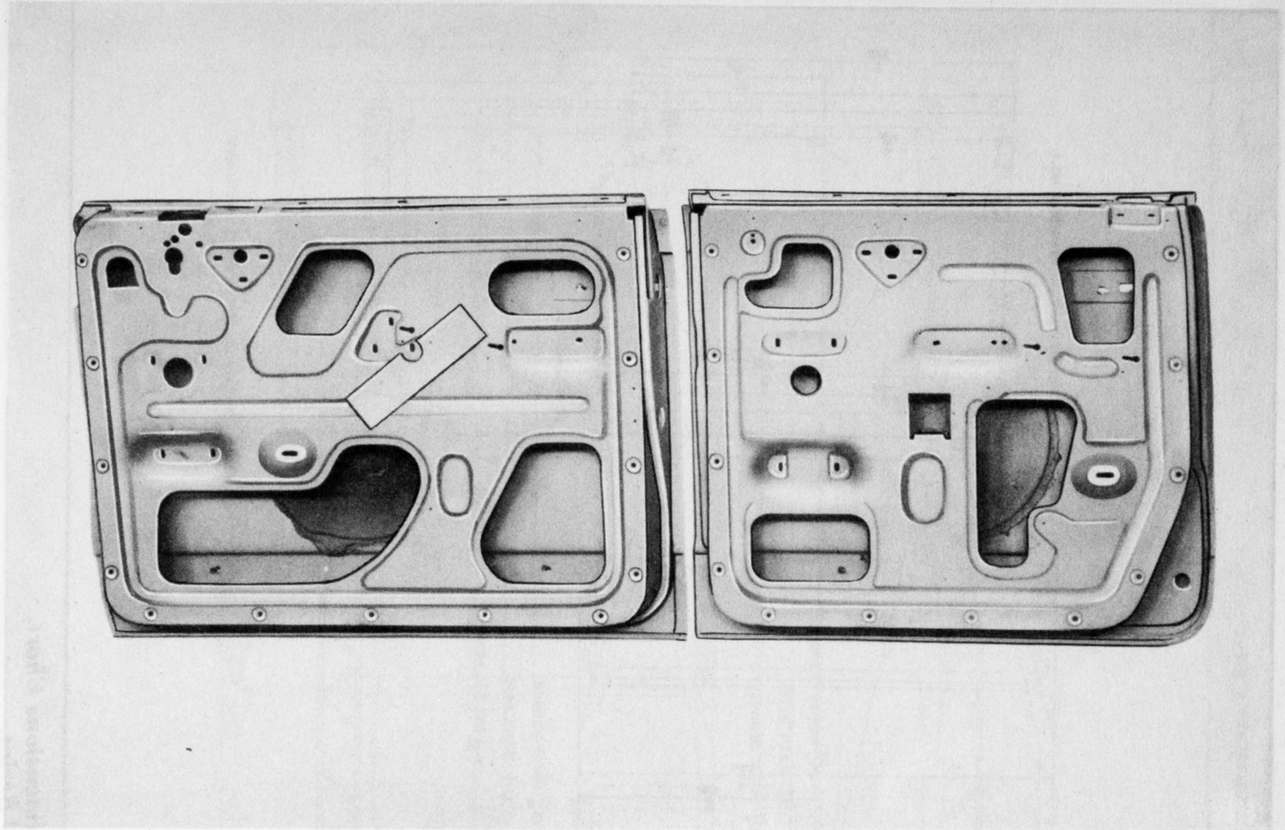


FIGURE 21—*Inside View Front and Rear Stage*
"A" Doors "Ambassador" and "Statesman" Series.

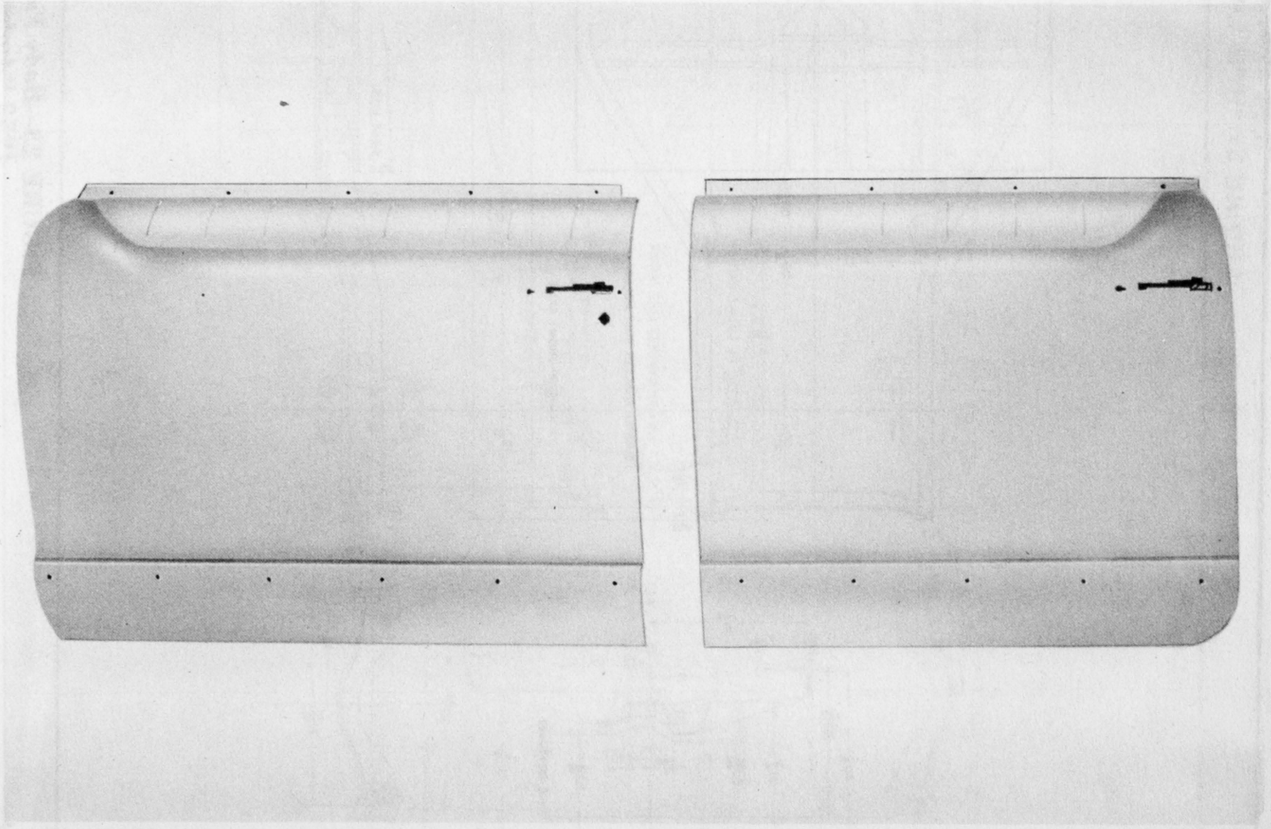


FIGURE 22—*Outside View Front and Rear Stage*
"A" Doors "Ambassador" and "Statesman" Series.

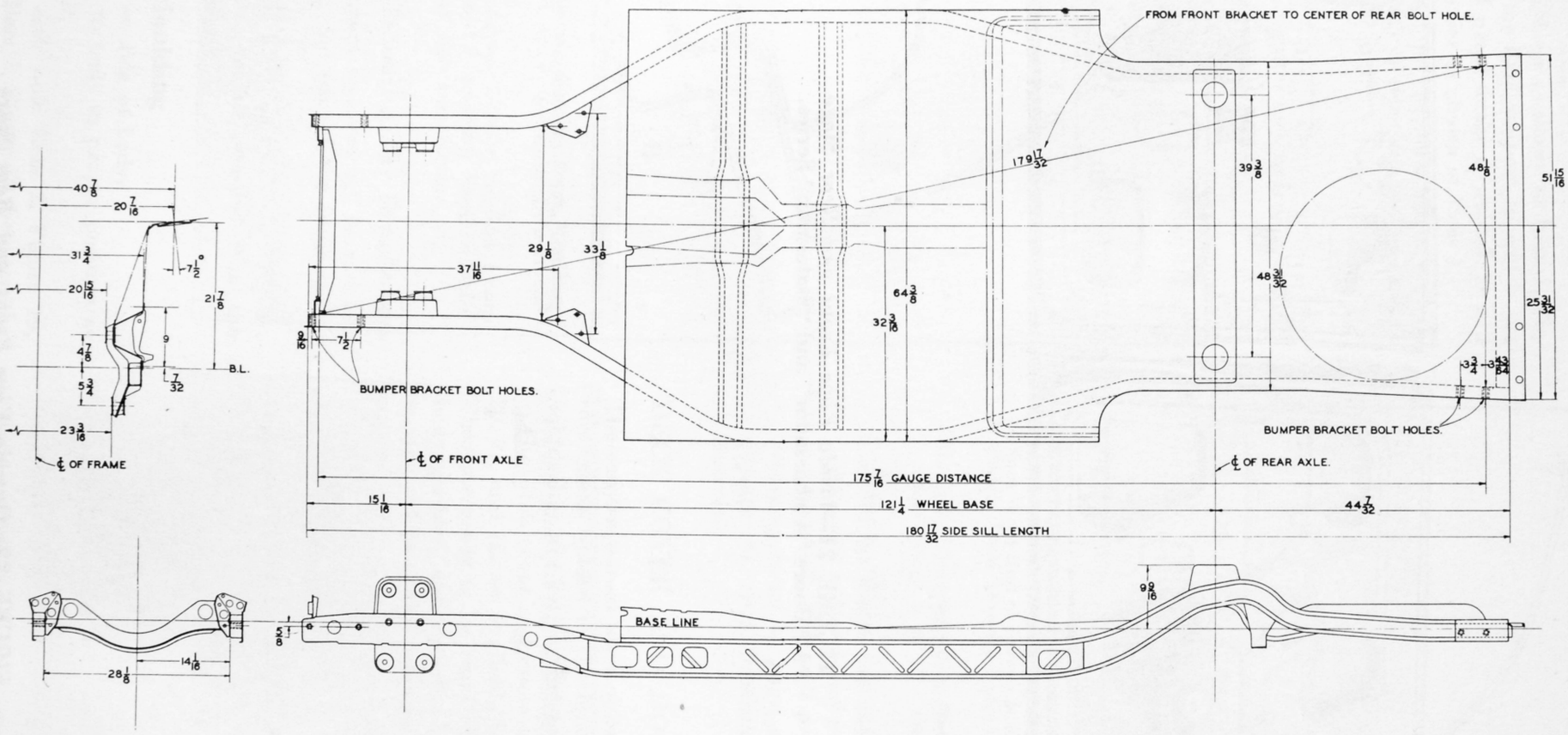


FIGURE 23—*Body Frame Dimensions Chart, 1952 "Ambassador" Series.*

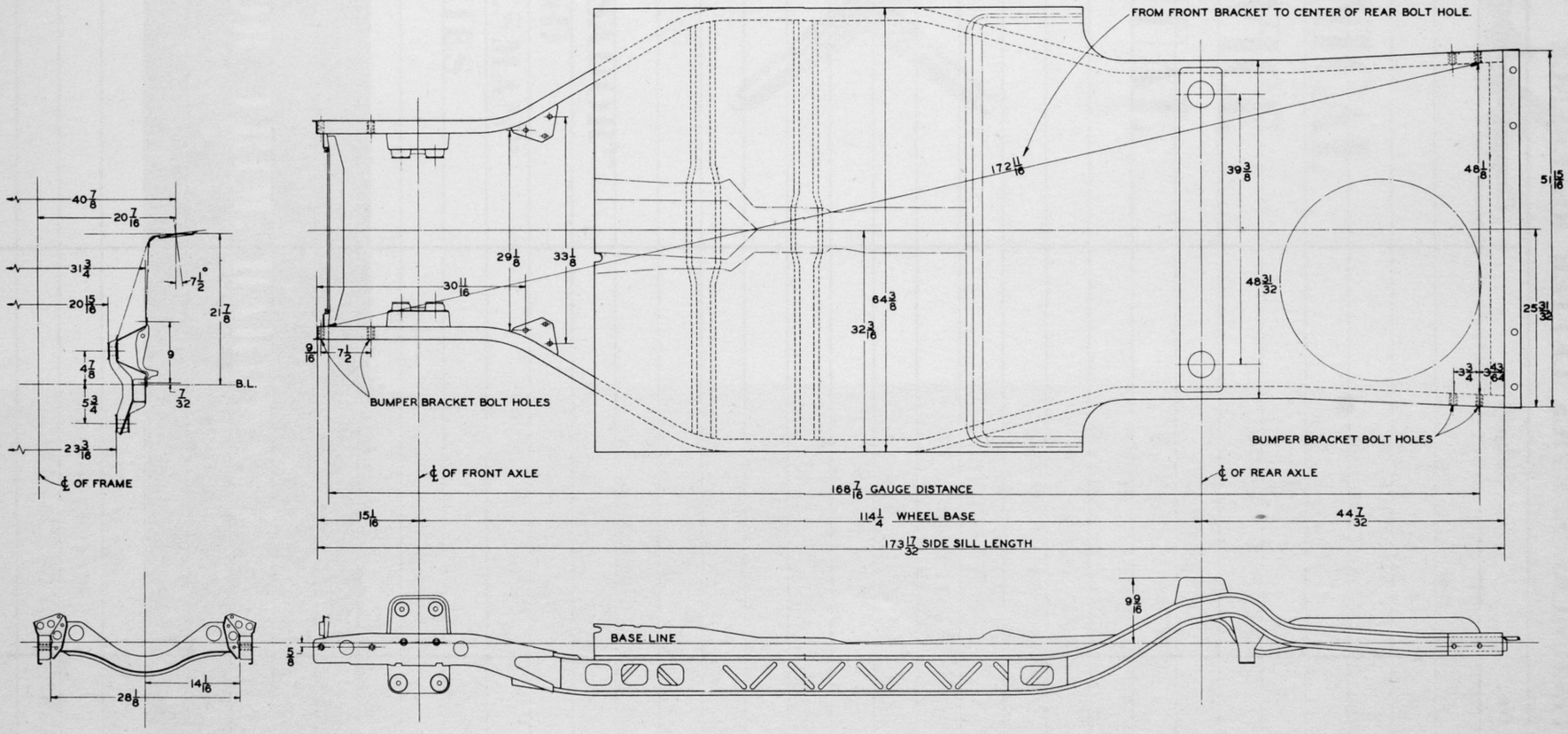


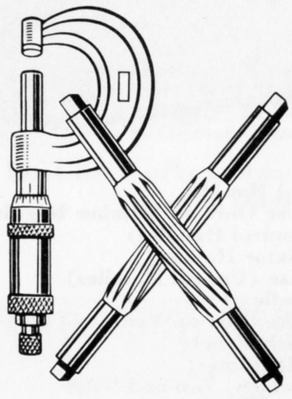
FIGURE 24—*Body Frame Dimensions Chart, 1952 "Statesman" Series.*

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"AMBASSADOR" AND "STATESMAN" SERIES

DOOR TRIM, HARDWARE AND GLASS

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DOOR TRIM, HARDWARE AND GLASS

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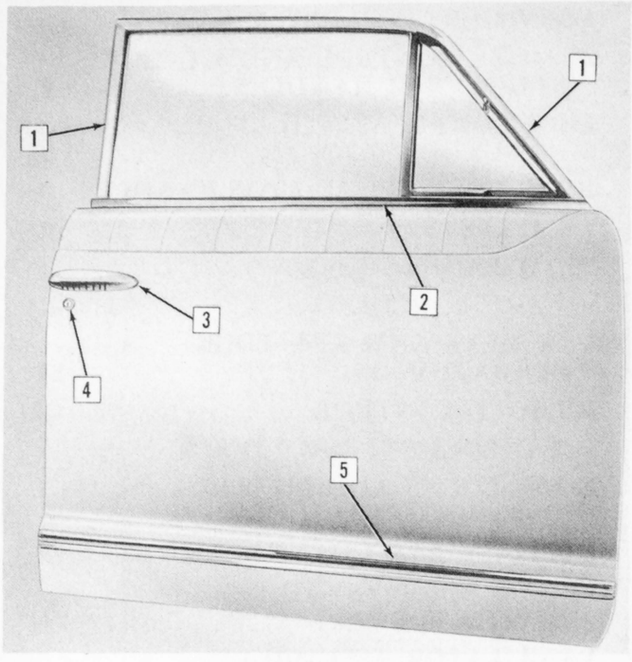
IDENTIFICATION OF DOOR PARTS



1. Door Window Frame (Aluminum)
2. Belt Moulding
3. Handle
4. Key Lock
5. Lower Moulding

NOTE: *The above identification applies to Figures 1 and 2.*

FIGURE 1—*Right Front Door Trim Parts (Four Door Shown).*

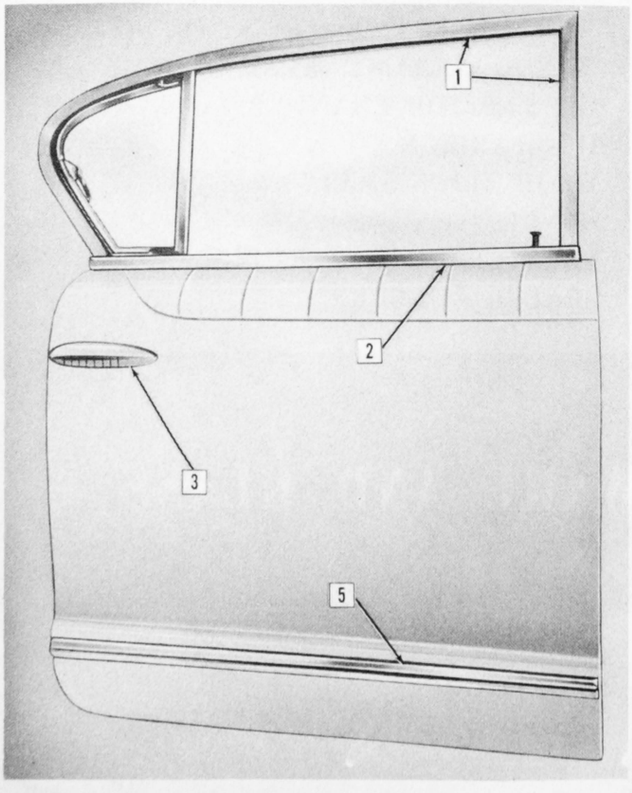
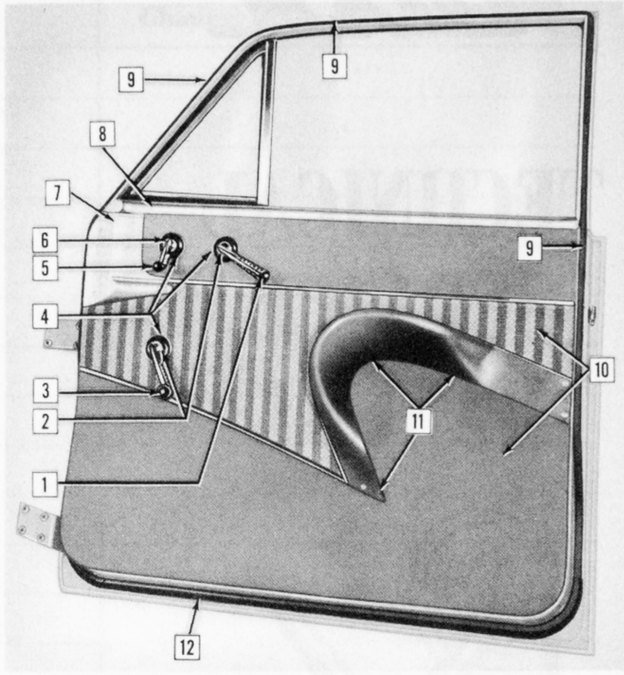


FIGURE 2—*Right Rear Door Trim Parts.*



1. Remote Control Handle
2. Escutcheon (Use Only on Window Regulator and Remote Control Handles)
3. Window Regulator Handle
4. Escutcheon Base (Use All Handles)
5. Ventilator Handle
6. Escutcheon (Use Only on Ventilator Handle)
7. Door End Finish Panel
8. Door Finish Moulding
9. Door Sealer Rubber, Top and Sides
10. Door Trim Panel
11. Door Arm Rest
12. Door Sealer Rubber, Bottom
13. Rear Door Ash Receiver

NOTE: *The above identification applies to Figures 3 and 4.*

FIGURE 3—*Right Front Door Trim Parts (Four Door Custom Model Shown).*

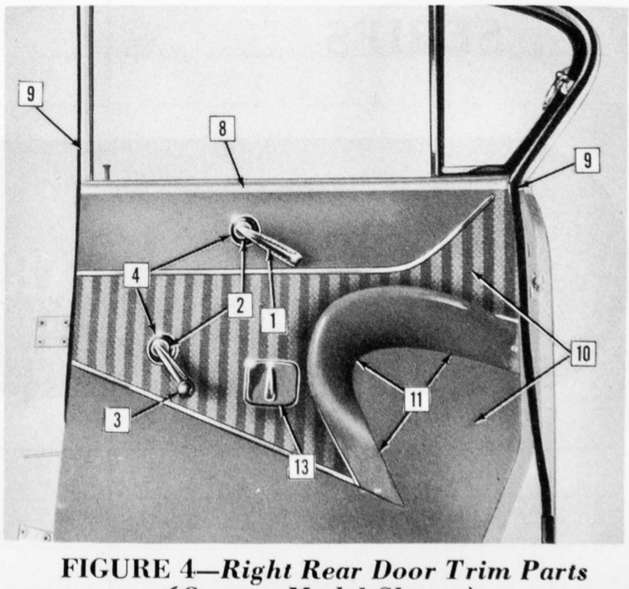


FIGURE 4—*Right Rear Door Trim Parts (Custom Model Shown).*

DOOR TRIM, HARDWARE AND GLASS
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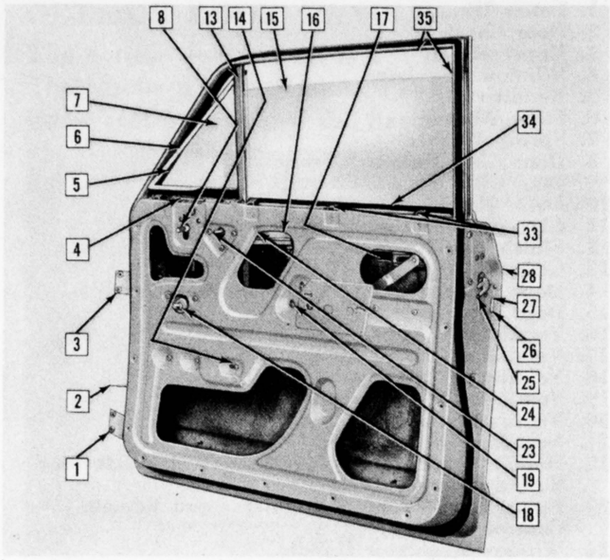

1. Lower Hinge
2. Door Check
3. Upper Hinge
4. Ventilator Channel
5. Ventilator Weatherstrip
6. Ventilator Glass Frame
7. Ventilator Glass

FIGURE 5—*Parts Assembled Right Front Door.*

8. Ventilator Regulator
9. Handle Escutcheon Base (Ventilator Window Regulator and Remote Control)
10. Escutcheon (Ventilator Handle Only)
11. Ventilator Handle
12. Ventilator Handle Retaining Spring
13. Door Division Bar Channel
14. Door Division Bar Adjusting Stud
*15. Door Glass
*16. Door Glass Bottom Channel Sealer
*17. Door Glass Bottom Channel
*18. Window Regulator
19. Window Cross Arm Assembly
20. Spring Washer
21. Fibre Washer
22. Retainer
23. Door Lock Remote Control (First Type Shown) (Second Type is Riveted to Link)
*24. Door Lock Link (First Type Shown) (Second Type Has Slot on Lock Side)
25. Door Lock (First Type Shown) (Second Type Lock Has Stud on Lock for Link Connection)
26. Door Lock Cylinder Retainer
27. Door Lock Cylinder and Keys
28. Door Outside Handle
29. Escutcheon (Remote Control and Window Regulator)
30. Remote Control Handle
31. Window Regulator Handle
32. Pin (Window Regulator and Remote Control Handle
33. Finish Moulding Clip
*34. Glass Weatherstrip (Body Side)
*35. Glass Slide Channel (Side and Header)

NOTE: *The above identification applies to Figures 5 and 6.*

All parts are interchangeable with two door sedan model doors except those indicated by (*).

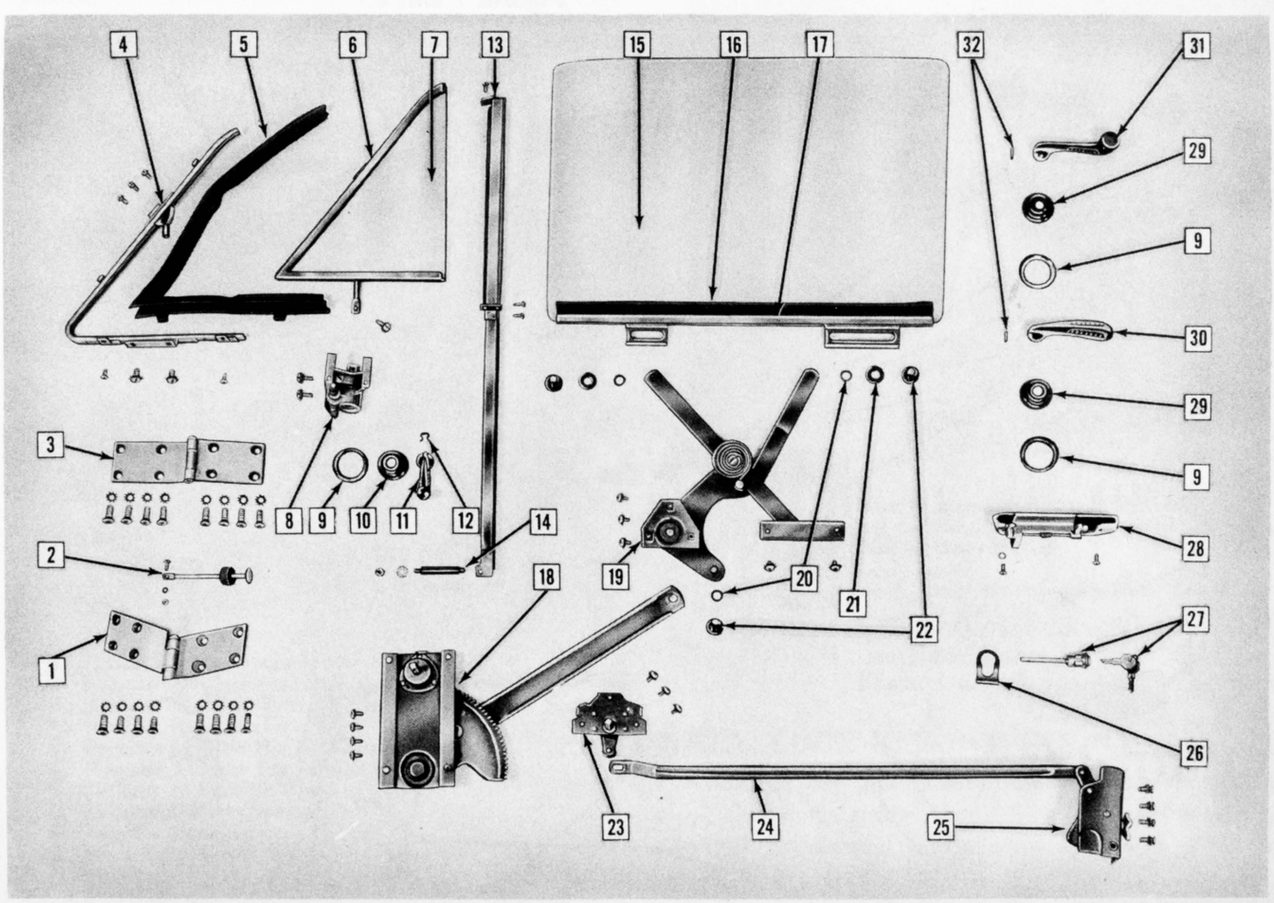

FIGURE 6—*Parts Removed Right Front Door.*

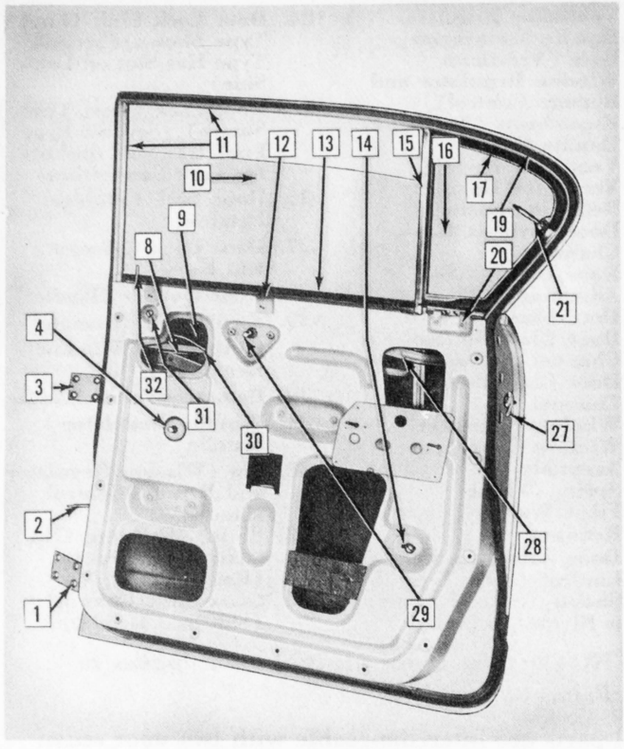

FIGURE 7—*Parts Assembled Right Rear Door.*

1. Lower Hinge
2. Door Check
3. Upper Hinge
4. Window Regulator
5. Retainer
6. Fibre Washer
7. Spring Washer
8. Door Glass Bottom Channel
9. Door Glass Bottom Channel Sealer
10. Door Glass
11. Glass Slide Channel (Side and Header)
12. Finish Moulding Clip
13. Glass Weatherstrip (Body Side)
14. Door Division Bar Channel Adjusting Stud
15. Door Division Bar Channel
16. Ventilator Glass
17. Ventilator Glass Frame
18. Ventilator Glass Frame Screw Lock
19. Ventilator Weatherstrip
20. Ventilator Channel
21. Ventilator Handle
22. Handle Escutcheon Base (Window Regulator and Remote Control Handles)
23. Escutcheon (Window Regulator and Remote Control Handles)
24. Window Regulator Handle
25. Pin (Window Regulator and Remote Control Handles)
26. Remote Control Handle
27. Door Lock
28. Door Lock Link
29. Door Lock Remote Control
30. Rear Door Locking Link
31. Rear Door Locking Crank
32. Rear Door Locking Control Rod
33. Rear Door Locking Control Rod Button

NOTE: *The above identification applies to Figures 7 and 8.*

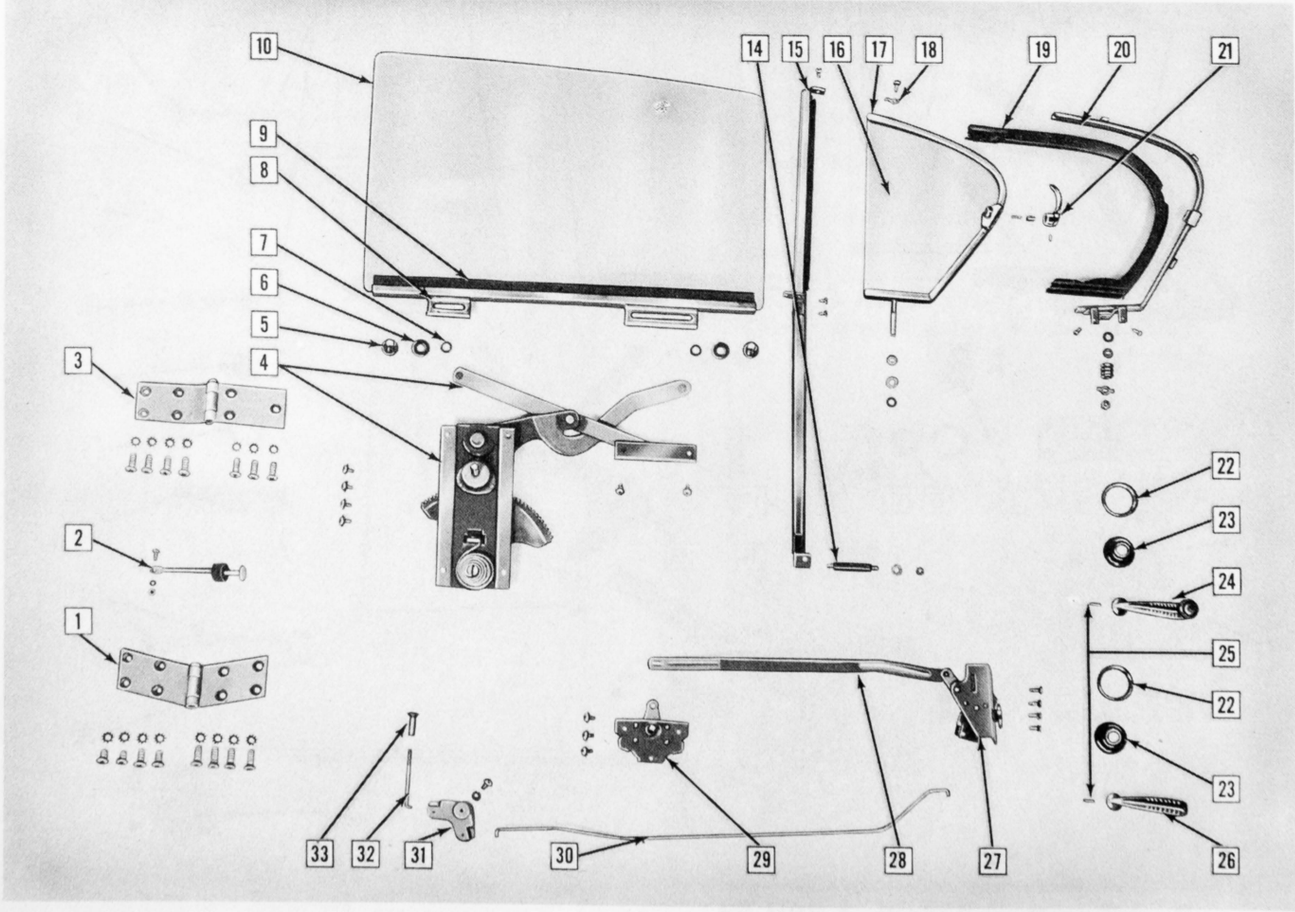

FIGURE 8—*Parts Removed Right Rear Door.*

DOOR TRIM, HARDWARE AND GLASS
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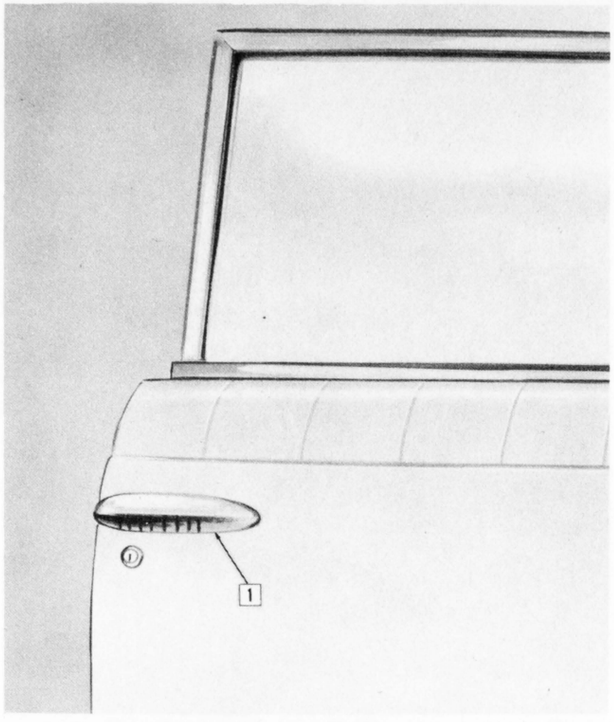
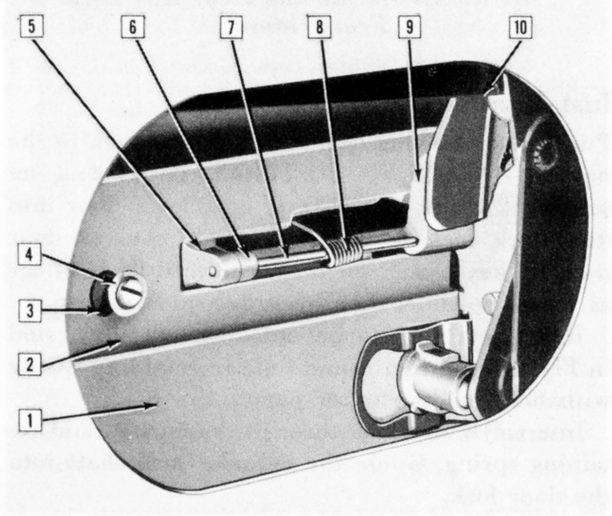
OUTSIDE DOOR HANDLE

The outside door handle is a trigger release type. The handle trigger occupies a cutout space in the lower center section of the handle (Fig. 9).



1. Handle Trigger

FIGURE 9—*Outside Door Handle (Right Front Door Shown).*



1. Inside View of Door Outer Panel
2. Handle Reinforcement Welded to Door Panel
3. Keyway Slot for Entrance of Handle Front Screw
4. Washer Head Screw
5. Boss on Handle for Mounting Trigger
6. Boss on Trigger for Mounting to Handle
7. Trigger to Handle Pin
8. Trigger Return Spring
9. Trigger Lock Lever
10. Lock Trip Lever

FIGURE 10—*Operation of Door Outside Handle and Lock (Right Front Door Shown).*

The large or rear end of the handle is held by a screw inserted through the door flange, visible when the door is open. The small or the front end of the handle is held by a screw inserted through the door panel, visible when the door trim panel is removed and the glass is raised.

When the trigger is raised, this creates a pivot action of the trigger bosses (Item 6, Fig. 10) on the pin causing the trigger lock lever to press the lock trip lever, releasing the lock catch cam.

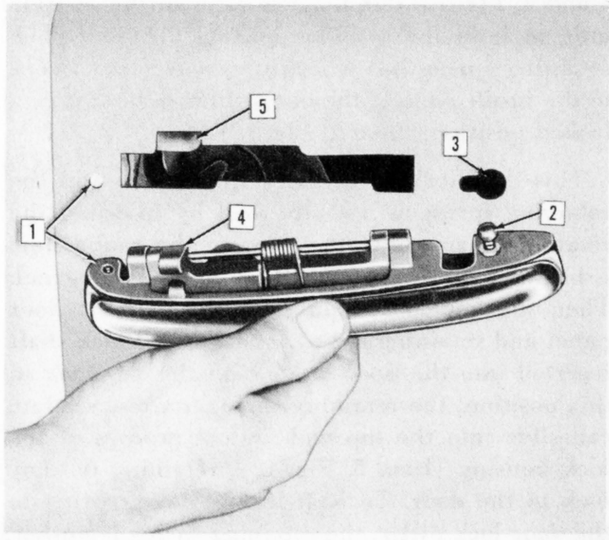
This movement of the trigger compresses the trigger spring. When the trigger is released, the spring tension returns it to the normal position.

Door Handle Removal

Remove the door trim panel.

Remove the door flange to handle screw. Then loosen the door panel to handle screw and slide the handle one quarter inch toward door hinge pillar to release washer head screw from keyway slot (Item 3, Fig. 11).

Tilt bottom of handle upward to release trigger lock lever from opening in door panel.



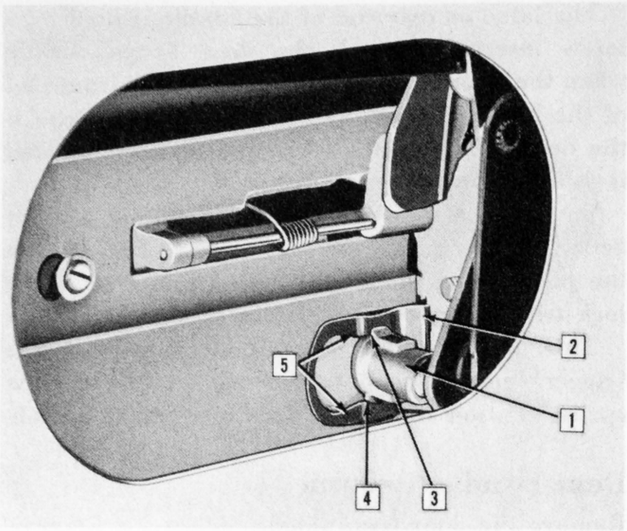
1. Door Flange to Handle Screw Removed
2. Door Panel to Handle Screw Loosened
3. Keyway Slot in Door Panel
4. Trigger Lock Lever
5. Trigger Lock Lever Opening in Door Panel

FIGURE 11—*Door Outside Handle Removal From Door Panel (Right Front Door Shown).*

KEY LOCK (FRONT DOOR)

The door key lock is retained to the inside surface of the door outer panel by a retaining spring which is inserted into the door through a slot in the lock pillar (Fig. 12).

The door key lock cylinder housing is provided with a groove on the top and bottom sides (Items



1. Door Key Lock
2. Retaining Spring Locking Groove Locked to Door Pillar
3. Upper Groove in Lock Housing
4. Lower Groove in Lock Housing
5. Narrow Section of Retaining Spring in Grooves of Lock Housing

FIGURE 12—*Door Key Lock Installed in Door.*

3 and 4, Fig. 12) for the retaining spring to slide into, to hold the cylinder lock to the door. The retaining spring has a locking groove that hooks to the inside edge of the door pillar to hold it in a locked position (Item 2, Fig. 12).

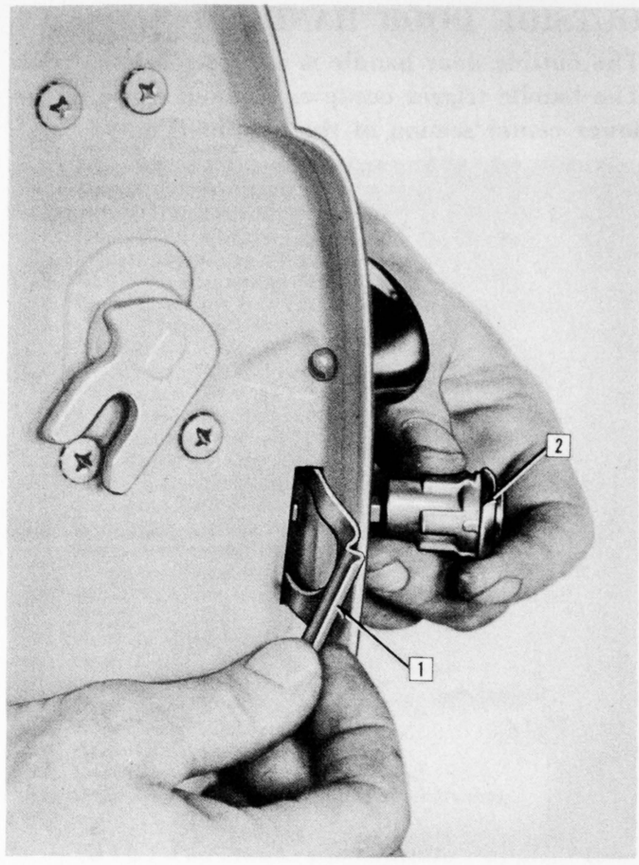
This dual locking of the cylinder lock and the retaining spring is accomplished by inserting the retaining spring into the door so the round hole is in line with the key lock hole in the door panel. Then the key lock is inserted through the door panel and retaining spring, and the key lock shaft inserted into the door lock. With the key lock in this position, the retaining spring, narrow section, can slide into the top and bottom grooves of the lock housing (Item 5, Fig. 12), retaining the key lock to the door. To lock the retaining spring to the door lock pillar, the retaining spring is pushed inward until the locking groove is hooked to the inside edge of the door pillar.

Removal Procedure

With the door open, use a screw driver to press the exposed end of the retaining spring toward the door outer panel. Pry out to release the locking groove from the door lock pillar.

Pull the retaining spring out from the door about 1 inch. This will release the retaining spring from the grooves in key lock cylinder (Fig. 13).

Then remove the key lock cylinder from the door.



1. Retaining Spring Released from Locked Position and Extended About One Inch to Disengage from Grooves on Cylinder Lock Housing.
2. Removing Key Lock from Door

FIGURE 13—*Removing Door Key Lock From Door.*

Installation

Put the key locking device of the door lock in the neutral UNLOCKED POSITION. To do this, insert small screw driver from outside of door into door lock locking device through hole in door used for key lock. Now turn it toward front of car as far as possible, then back one quarter turn.

Insert retaining spring into door as illustrated in Figure 14. Align round hole in retaining spring with hole in door outer panel.

Insert cylinder lock through door panel and retaining spring. Guide the cylinder lock shaft into the door lock.

Note the key lock holding boss on the key lock housing. Turn the housing so this boss will line up with the cutout in the edge of the key lock hole in the door outer panel. This will position the lock housing for installation in the door. The key should now be turned to a vertical position. This will position the key lock shaft properly for inserting into the locking device of the door lock.

Hold cylinder lock firmly against the outer panel. Push retaining spring in so the narrow section

DOOR TRIM, HARDWARE AND GLASS
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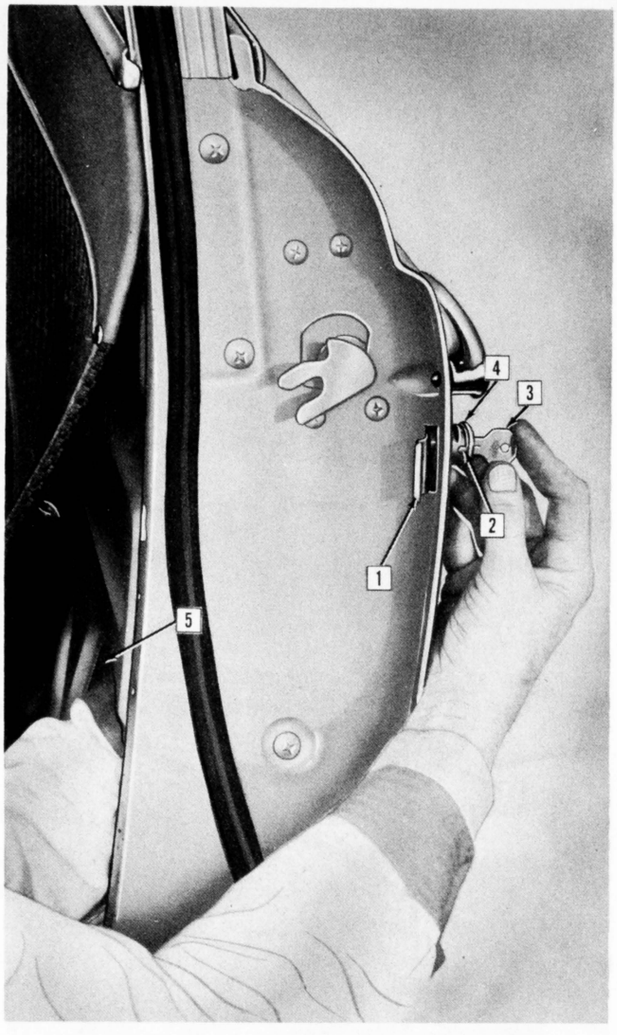


1. Key Lock Retaining Spring Inserted into Door
2. Key Lock Inserted Through Opening in Door Outer Panel and Retaining Spring with Holding Boss on Cylinder Housing in Line with Cutout in Edge of Key Lock Hole in Door
3. Key in Vertical Position
4. Key Lock Housing Turned so Retaining Spring Grooves Are in Alignment for Inserting Retaining Spring
5. Guiding Key Lock Shaft into Door Lock

FIGURE 14—*Alignment of Key Lock for Installation in Door (Right Front Door).*

NOTE: *Holding boss points to lock pillar on right door and toward hinge pillar on left door.*

of the retaining spring will enter the grooves of the lock housing (Item 5, Fig. 12).

Then use screw driver to set the retaining spring locking groove to inside of door pillar (Item 2, Fig. 12).

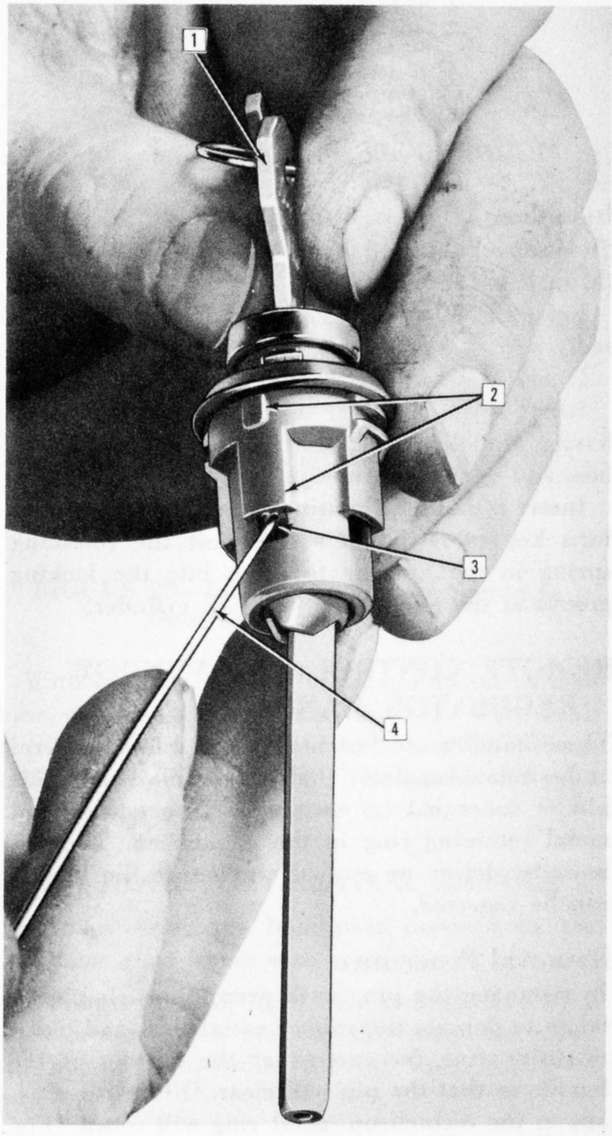
NOTE: *In dusty territories, exposed locks should be thoroughly cleansed with a solvent to carry off any foreign matter or gummy substance. Gasoline (one that does not contain lead) may be used, or the lock may be removed and cleaned with alcohol or benzol. Blow out with air hose, and lubricate.*

Lubrication

Finely powdered graphite is recommended for lubrication.

Removing Key Lock Cylinder From Housing

To remove the key lock cylinder from its housing, first remove key lock from the door. Then insert key in lock and turn cylinder to right as far as possible. This will turn the swivel (Item 3, Fig.

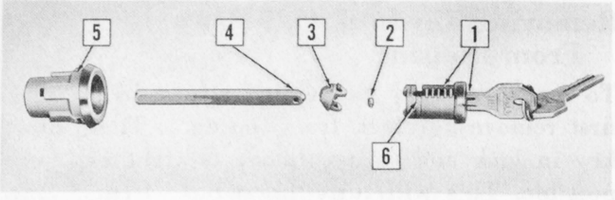


1. Key in Key Cylinder Lock, Turned to Right as Far as Possible
2. Opening in Housing in Line with Boss
3. Key Lock Retaining Spring
4. Large Needle Lifting Key Lock Retaining Spring for Removal of Key Lock Cylinder from Housing

FIGURE 15—*Removing Key Lock Cylinder From Housing (Briggs and Stratton Key Lock).*

16) to a position at which the opening in the swivel will appear at the opening of the lock housing (Item 2, Fig. 15) and expose end of the retainer spring.

Insert large needle under retainer spring, prying end of spring upward for release of key lock cylinder from housing.



1. Cylinder Lock and Keys
2. Swivel Pin
3. Swivel
4. Shaft
5. Housing
6. Locking Groove

FIGURE 16—*Door Key Lock Assembly.*

Installing Key Lock Cylinder In Housing

Slide swivel over end of shaft and insert swivel pin through hole in shaft.

Raise swivel on shaft so pin will seat in bearing surface.

Lower this assembly into cylinder lock housing.

Insert key in cylinder lock to depress tumblers, having the depressed tumblers in line with the boss and opening of housing.

Insert cylinder in housing as far as possible then turn key to left, this will permit the retaining spring in the housing to catch into the locking groove at the end of the key lock cylinder.

REMOTE CONTROL AND WINDOW REGULATOR HANDLES

These handles are fastened to the remote control and window regulator shafts by a small pin. This pin is concealed by the rubber escutcheon and metal retaining ring in the escutcheon. The pin must be driven or pushed out before the handle can be removed.

Removal Procedure

In removing the pin, extra precautions should be taken to depress the rubber escutcheon and metal retaining ring far enough at the bottom of the handle so that the pin will clear. Otherwise, damage to the escutcheon metal ring will result (Fig. 17).

Installation Procedure

Set remote control handles at uniform angles on all doors.

Set window regulator handles pointing down when the windows are in a closed position.

1. Screw Driver Depressing Metal Ring in Escutcheon at Bottom of Handle
2. Drift Forcing Pin Out at Bottom
3. Pin End Exposed on Top of Screw Driver Blade

FIGURE 17—*Removing Remote Control or Window Regulator Handles.*

Install escutcheon chrome base and escutcheon on shaft.

Install handle in the proper position on shaft with the pin inserted in top half of handle pin hole.

Hold end of handle, pressing it against the escutcheon. Use end of hammer handle or rubber mallet to drive handle on shaft to proper position so the pin may be tapped lightly to engage hole in shaft (Fig. 18).

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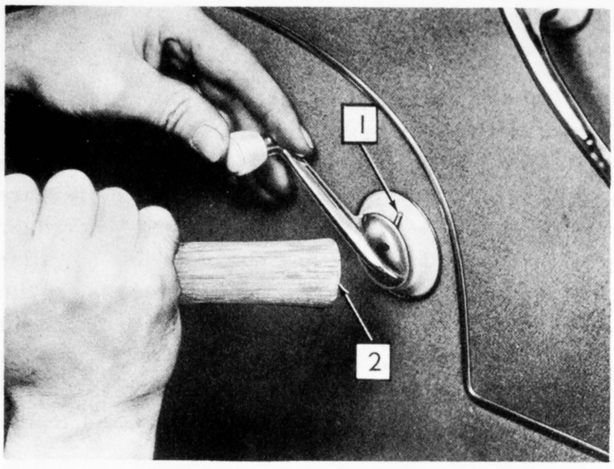


1. Pin
2. End of Hammer Handle

FIGURE 18—*Installing Window Regulator Handle.*

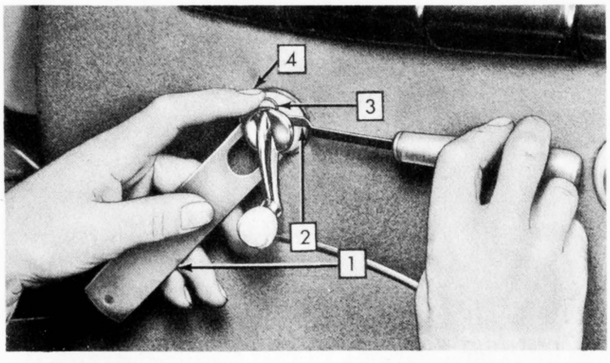
Place screw driver or thin pointed drift on end of pin, tapping lightly, until it is flush with the handle. The escutcheon will return to its place over the pin.

FRONT DOOR VENTILATOR HANDLE

The front door ventilator handles are retained to the ventilator regulator shaft by a retaining spring (snap ring). This retaining spring (snap ring) is concealed by the handle escutcheon.

Removal Procedure

Insert depressor tool between handle and escutcheon, compressing the escutcheon toward the door trim panel to expose the retaining spring.



1. Depressor
2. Spring Removing Tool Inserted Under End of Retaining Spring
3. Top of Retaining Spring
4. Hold Finger Over Top of Handle on Spring

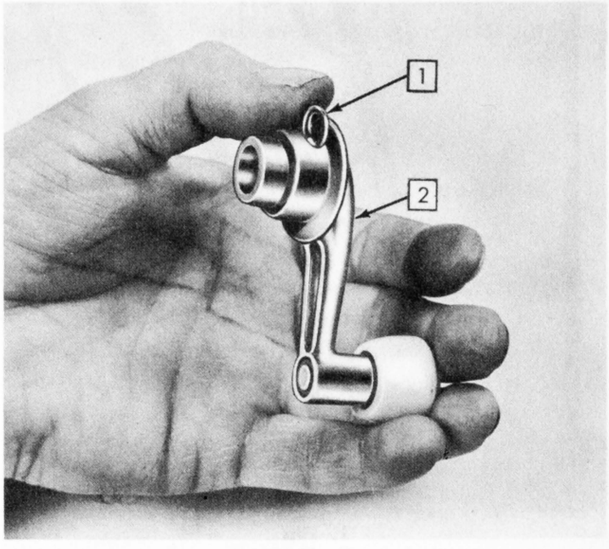
FIGURE 19—*Removing Door Ventilator Handle.*

With spring removal tool inserted in slot of handle under end of retaining spring, carefully pry spring upward.

To release handle from shaft, hold finger over top of handle to prevent retaining spring from flying out when it is released.

Installation Procedure

To install the ventilator handle, set retaining spring in slot of handle as shown in Figure 20. Then, with thumb or screw driver, press spring into handle until top of spring is flush with top of slot. Insert small screw driver or drift into opening and adjust ends of retainer spring so they are spaced equally in the opening.



1. Retaining Spring
2. Ventilator Handle

FIGURE 20—*Installing Retainer Spring in Door Ventilator Handle.*

With ventilator closed, install escutcheon chrome base, escutcheon, and handle on shaft. With knob pointing down, push in handle until retaining spring engages slot in shaft. The handle may also be tapped on with a hammer handle.

REAR DOOR VENTILATOR HANDLE

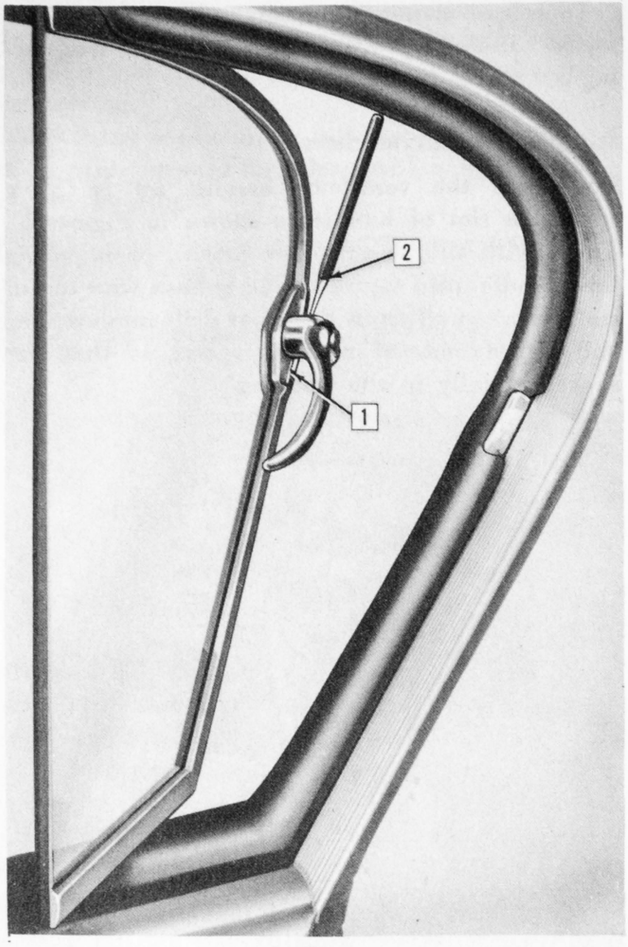
The door ventilator handle is fastened to the ventilator glass frame with a pin.

The operation of the handle is controlled by a push button which must be depressed to unlock the handle from either the full open or closed position.

Removal Procedure

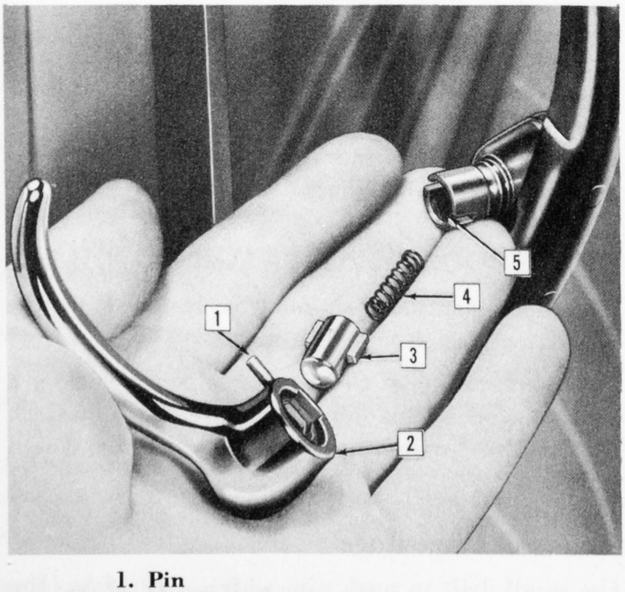
Use small drift to push pin, which will release the handle from shaft on ventilator frame.

With handle removed, the push button and spring may be removed from the handle (Fig. 21 and 22).



1. Pin
2. Drift

FIGURE 21—*Rear Door Handle Removal (Pushing Retaining Pin Out With Small Drift).*



1. Pin
2. Handle
3. Push Button
4. Spring
5. Handle Shaft on Ventilator Frame

FIGURE 22—*Door Ventilator Handle Removed.*

DOOR ARM RESTS

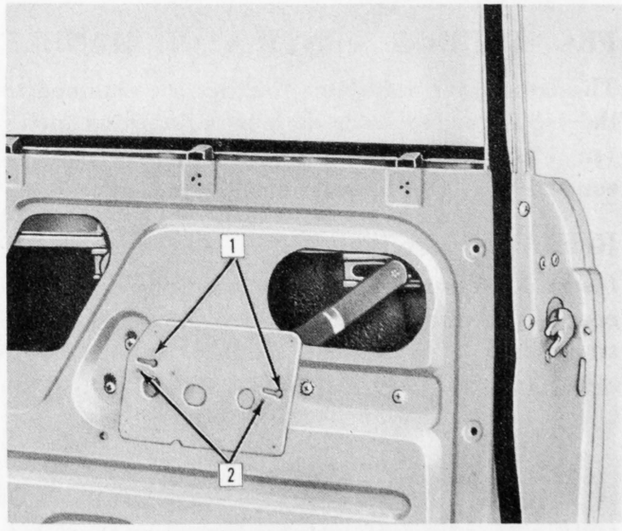
Pull Type Arm Rest

On the Super Models, the arm rest bracket to which the rubber pad, upholstery and plastic base is applied has two small grooved lugs. When the arm rest is installed on the door, these lugs are inserted in the keyway slot of the door inner panel, then moved toward the door hinge pillar about one half inch (Fig. 23). The slots in the lugs slide in the keyway slot, which provides an upper anchorage for the arm rest. To fasten the arm rest to the door, two screws are inserted through the lower plastic base support and to the door inner panel.

Removal Procedure

Remove two screws at bottom of arm rest plastic section to door.

Push arm rest against door. Lightly tap or push arm rest about one half inch toward door lock pillar. This will slide the arm rest lugs to the opening of the keyway slots and disengage them from the door inner panel (Fig. 23).



1. Keyway Slots
2. Arm Rest Fastening Screw Holes

FIGURE 23—*Arm Rest Keyway Slots Right Front Door (Super Models).*

CAUTION: *Use care to see that the arm rest lugs do not tear the upholstery.*

Lubrication

When installing arm rests, apply a light film of lubriplate in grooves of arm rest lugs to prevent noise developing from metal-to-metal contact with door inner panel.

Custom Type Door Arm Rest

The Custom Type arm rest is also provided with an opening or handle to be used as a door pull-to

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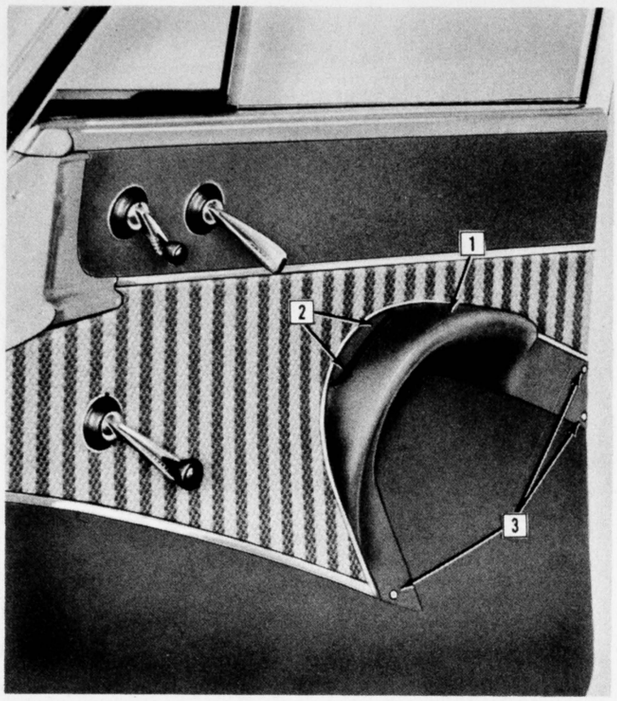
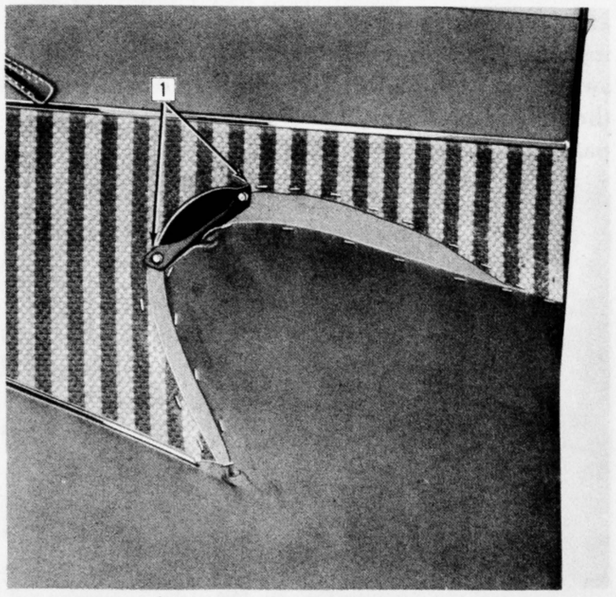


1. Door Arm Rest Assembly
2. Screws, Arm Rest to Support Bracket
3. Screws, Arm Rest Through Door Trim Panel to Door Inner Metal Panel

FIGURE 24—*Door Arm Rest, Right Front Door Custom Type.*



1. Screws, Arm Rest Support Through Trim Panel to Door Inner Metal Panel

FIGURE 25—*Arm Rest Support, Custom Type.*

handle. However, its design provides an additional trim overlay to carry out the trim design of the door trim panel.

The arm rest bracket, to which the rubber pad, upholstery and chrome bead trim is applied, is fastened to a concealed support, screwed to the door metal panel. The arm rest is fastened to this support by two screws in the arm rest hand hold pocket, then three visible screws through the overlay of the arm rest and through the door trim panel and to the inner metal panel, see Figure 24.

Removal Procedure

Remove two screws in hand hold pocket of arm rest to concealed support, then the three visible screws through the arm rest overlay (Fig. 24).

Then the complete arm rest can be lifted upward at the hand hold pocket releasing it from the concealed metal support (Fig. 25).

Remove the two arm rest support through trim panel to door inner metal panel screws and remove the support.

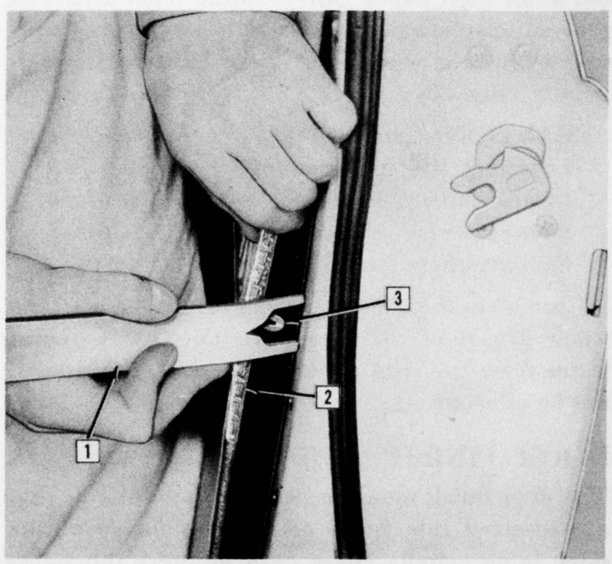
DOOR TRIM PANEL

The door trim panel is clipped to the door metal panel along the sides and bottom. The top edge is concealed into a recess in the bottom of the finish moulding.

The trim panel fasteners are inserted into square cutouts of the trim panel ragboard. This permits movement of the fasteners for alignment to the holes in the door metal panel so the trim panel can be properly aligned to the door.

When the trim panel is removed care should be exercised in loosening the fasteners from the door to prevent tearing the trim panel ragboard, where the fasteners are inserted.

Be careful not to remove the fasteners, otherwise, they will require re-alignment when the trim panel is reinstalled.



1. Depressor Tool J-2631-A
2. Door Trim Panel
3. Fastener

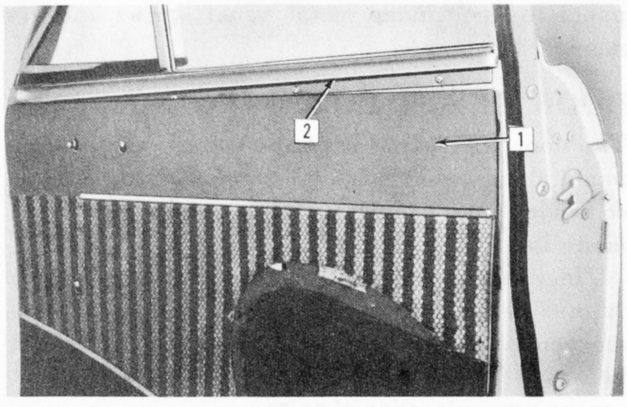
FIGURE 26—*Loosening Door Trim Panel From Sides and Bottom of Door.*

Removal Procedure

Remove door end (metal) finish panel on front doors and inside door handles and arm rest on all doors.

Use trim panel depressor tool J-2631-A, to lift trim panel fasteners from door inner panel (Fig. 26). Avoid damage to trim panel or fastener.

After the fasteners have been released from the door, lower the trim panel from the recess in bottom of the finish moulding and lift it off of the window regulator, remote control and ventilator handle shafts (Fig. 27).



1. Trim Panel
2. Recess in Bottom of Finish Moulding

FIGURE 27—*Removing Door Trim Panel From Recess in Bottom of Finish Moulding.*

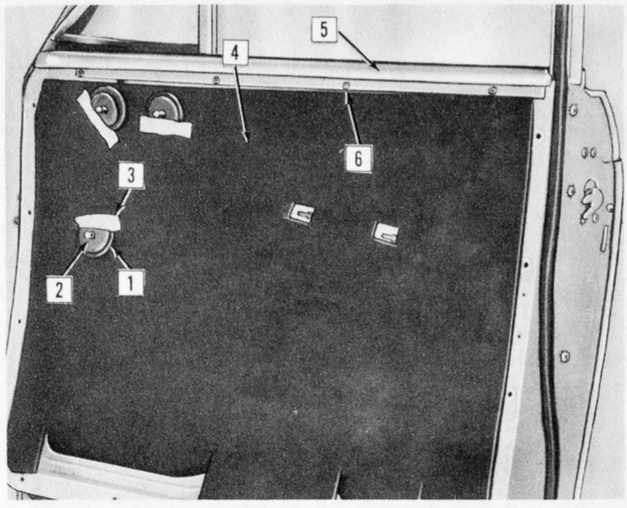
The door handle fibre washers and the handle sponge rubber spacer washers should be taped to the water dam paper with masking tape. This will prevent misplacement and insure the proper thickness of spacer washers at each location in reassembly (Fig. 28).

CAUTION: *Care should be exercised when installing the trim panel. Be sure the fasteners line up with the holes in the door metal panel. Press the fasteners in. Do not hammer them.*

Care should also be exercised, not to tear the water dam paper. Otherwise its purpose to deflect water from the trim panel and inside of body will not be effective.

DOOR FINISH MOULDING

The door finish moulding is mounted on clips that are inserted into holes on the top flange of the door inner panel. These clips support the finish moulding and position it so the finish moulding weatherstrip will contact the door glass. The finish moulding is then fastened to the door inner panel with screws concealed by the door trim panel (Fig. 28).



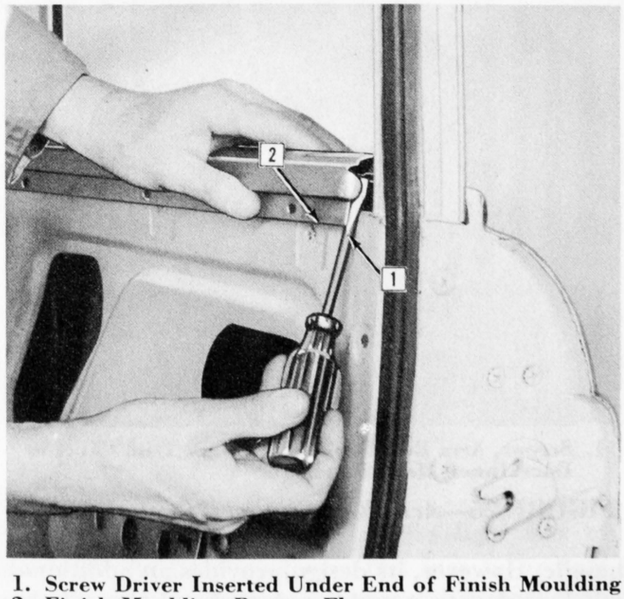
1. Handle Fibre Washer
2. Handle Spacer Washer (Sponge Rubber)
3. Masking Tape
4. Water Dam Paper
5. Finish Moulding
6. Screws, Finish Moulding to Door Inner Panel

FIGURE 28—*Door Water Dam Paper and Handle Spacer Washers (Front Door Shown).*

Removal

Remove door trim panel.

Remove finish moulding to door inner panel screws; close ventilator glass and lower door glass and insert screw driver under end of finish moulding. Pry the bottom flange of the finish moulding away from the door and upward. This will release the moulding from the clip on the door inner panel top flange (Fig. 29).



1. Screw Driver Inserted Under End of Finish Moulding
2. Finish Moulding Bottom Flange

FIGURE 29—*Releasing Finish Moulding From Clip on Door.*

Lift moulding as shown in Figure 30, twisting moulding to release flange in cutout from clips.

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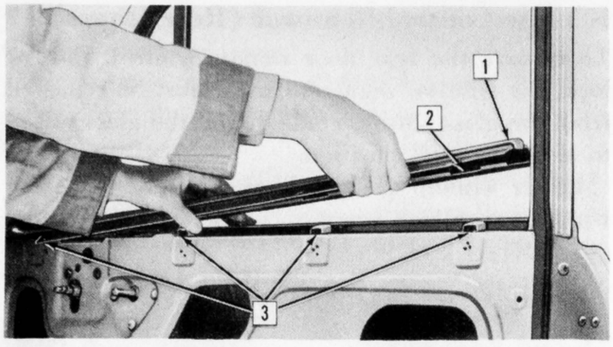


1. Lifting Finish Moulding at Door Lock Side
2. Releasing Flange in Cutout from Clips
3. Clips

FIGURE 30—*Removing Door Finish Moulding From Clips on Top Flange of Door Inner Panel.*

Installation

Close the ventilator glass. Then install the front end of the moulding on the front clip, then each clip toward rear of door.

Use a round pointed wood or fibre stick to lift ventilator weatherstrip over top of finish moulding.

NOTE: *Do not use screw driver, as damage to the paint finish may result.*

CAR KEYS AND KEY LOCK OPERATION

The key locks are controlled by two keys. The octagon-head key operates the front door and ignition locks. The round head key operates the glove compartment and trunk locks.

A code number, stamped on each key, indicates the code number of the lock it operates. Coded keys are available in service when ordered by special part number. The code number stamped on the key should be furnished with the order.

Coded locks with keys are available in service when ordered by special part number for the lock wanted. The code number stamped on the keys should be furnished with the order.

Key Lock Operation

To lock or unlock the door or ignition locks, the keys are inserted into the lock with the key cuts pointing down.

Locking Doors With Key

On either door, turn the key one quarter turn toward rear of car. This movement locks the doors. To remove the key from the key lock turn key back to the vertical position.

Unlocking Doors With Key

Turn key one quarter turn toward front of car, then turn key back to vertical position for removal of key from key lock.

Unlocking Deck Cover

Insert key with key cuts pointing up. Turn key ¼ turn to left. This movement of the key lock into the deck cover lock releases it from the lock striker and the cover will automatically raise about one inch. The key will automatically return to the vertical position for removal from the key lock.

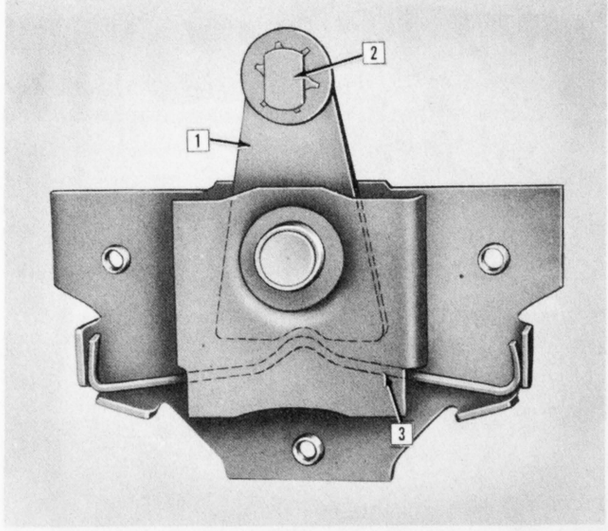
Locking Deck Cover

The use of keys are not required for locking deck cover. The deck cover spring type lock automatically locks the deck cover when it is closed.

REMOTE CONTROL

The remote control has only one spring which serves to keep the remote control operating lever and cam assembly in a neutral position. Through this action the lock link and remote control handle is also returned to a neutral position whether the handle was raised to open the door or pushed down to lock the door.

Figure 31, illustrates a remote control where the stud is on the control (Item 2) and the lock link is slotted for connecting. On the other type, the link will be riveted to the control at this point. The stud will be on the lock, and the link will be slotted at the lock connection.



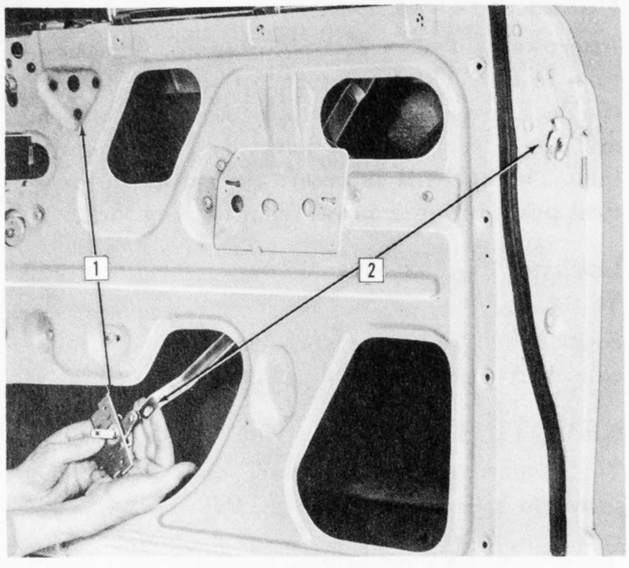
1. Remote Control Operating Lever and Cam Assembly
*2. Stud and Washer for Connecting Lock Link (Second Type Stud Is Omitted and Link Is Riveted to This Part)
3. Remote Control Spring

FIGURE 31—*Remote Control Unit Right Front or Rear Door (*) First Type (View Looking Through Door From Outside).*

Remote Control Removal (Front Doors)

Raise the window. Then remove the trim panel.

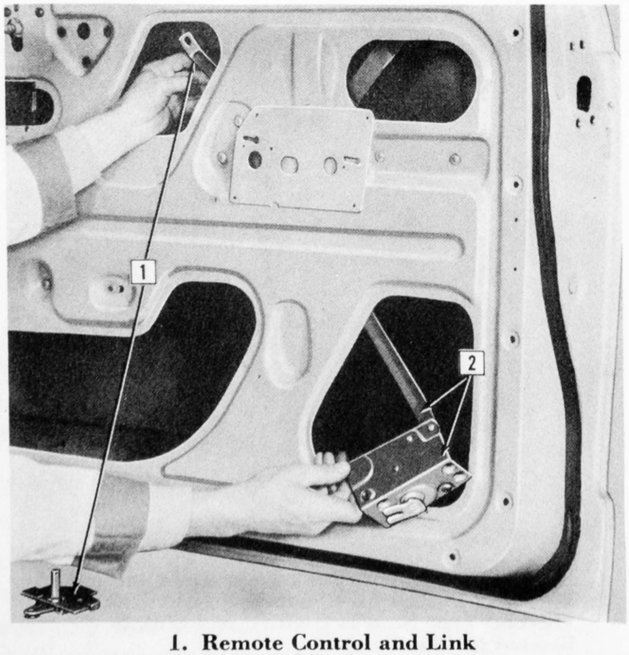
Remove the screws holding remote control to door panel. Lower remote control and link. If type shown (Fig. 32) disconnect control from link.



1. Remote Control Removed from Door and Disconnected from Lock Link
2. Lock Link Slotted for Hooking to Remote Control and Riveted to Lock

FIGURE 32—*Removing Front Door Remote Control.*

If type where the remote control is riveted to the link, remove the lock from door lock pillar and lower lock and link as shown in Figure 33.



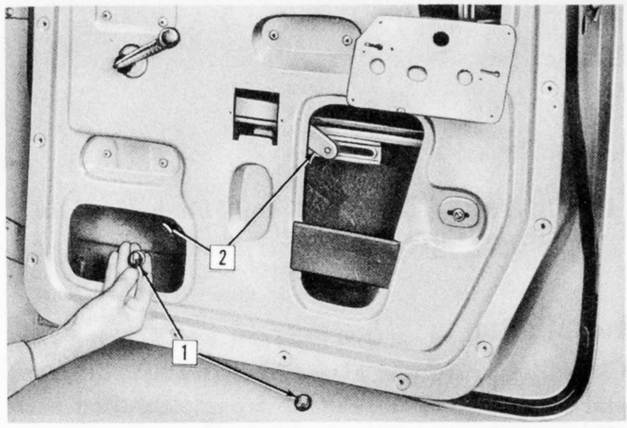
1. Remote Control and Link
2. Lock and Link

FIGURE 33—*Removing Remote Control, Lock Link and Lock From Front Door (First or Second Type).*

Remote Control Removal (Rear Doors)

To remove the rear door remote control, link or lock, the window regulator arms must be removed from the glass bottom channel and the glass raised to the full "up" position.

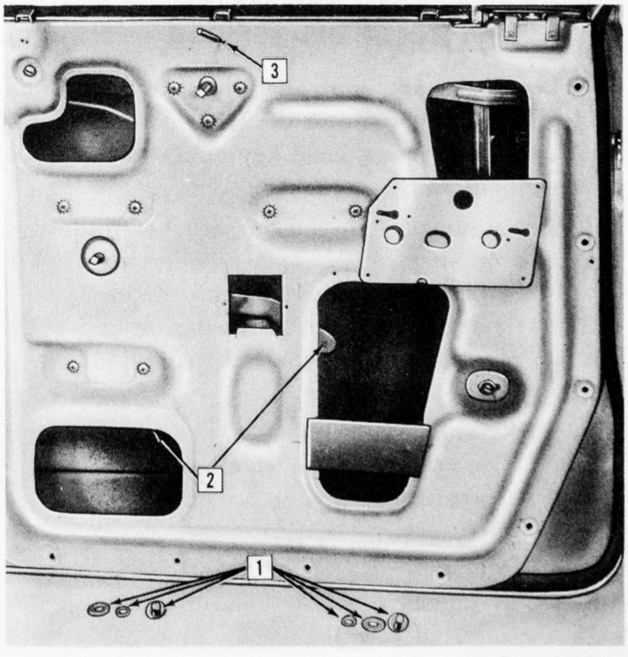
Lower window glass and remove retainers from window regulator arms to glass bottom channel (Fig. 34).



1. Retainers
2. Window Regulator Arms to Glass Bottom Channel

FIGURE 34—*Removing Window Regulator Retainers From Glass Bottom Channel (Rear Doors).*

Remove window regulator arms from glass bottom channel (Fig. 35).



1. Retainers, Fibre and Spring Washers
2. Window Regulator Arms
3. Glass Raised and Drift in Screw Hole Holding Glass Up

FIGURE 35—*Disconnecting Window Regulator Arms From Glass Bottom Channel Glass in Raised Position for Remote Control Removal.*

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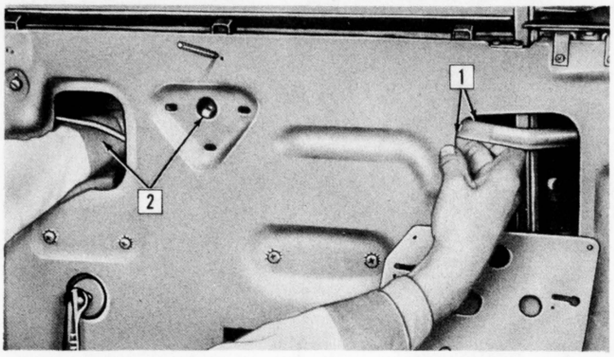
Remove retainers, fibre and spring washers from window regulator arms.

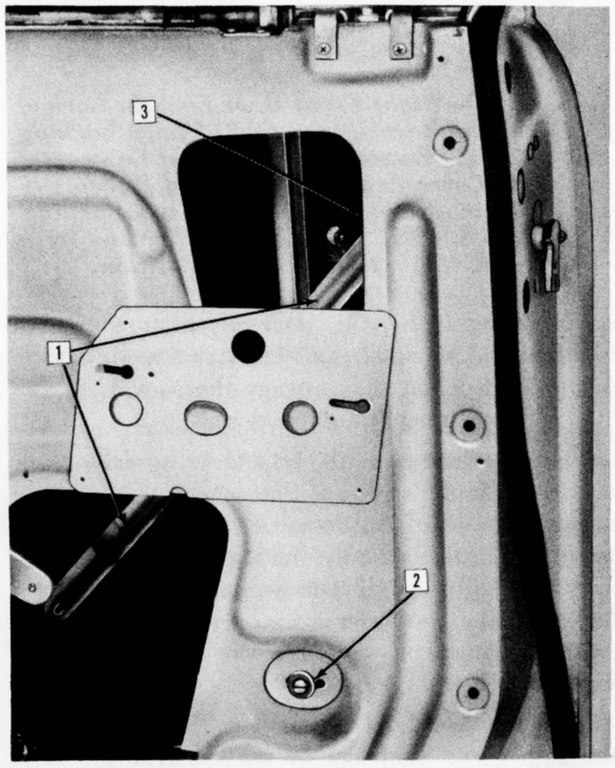
Raise glass to full "up" position and insert a small drift through screw hole to hold glass in raised position.

Remove screws holding remote control to door. Now hold lock tight to door inner panel and pull remote control to inside of door, then twist to unhook it from link (Fig. 36).



1. Holding Lock Link Tight to Door Inner Panel
2. Pulling Remote Control to Inside of Door (Then Twist to Unhook from Link)

FIGURE 36—*Removing Remote Control From Door.*



1. Lower the Link in Door
2. Remove Division Bar Adjusting Stud
3. Unhook Link from Lock

FIGURE 37—*Removing Remote Control and Link From Rear Door Lock and Door (Second Type Where Control Is Riveted to Link).*

If remote control is riveted to link, lower the link (Item 1, Fig. 37). Remove division bar adjusting stud so link can swing to vertical position. Unhook link from lock and remove remote control and link from opening in door.

Lubrication and Adjustment

Before installing the remote controls, lubriplate should be applied to all bearing surfaces inside the remote control unit.

NOTE: *The holes in the door panel are elongated which permit moving the remote control to obtain proper adjustment for movement of the link to operate the lock.*

With window down and door closed, open door from inside using remote control handle. If the door lock does not release, move the control away from the lock.

On front door with the window down and door closed, push the remote control handle down as if locking the door from the inside. Now operate the outside door handle. If the door can be opened by the outside door handle, move the remote control toward the door lock.

DOOR LOCKS (FRONT DOOR)

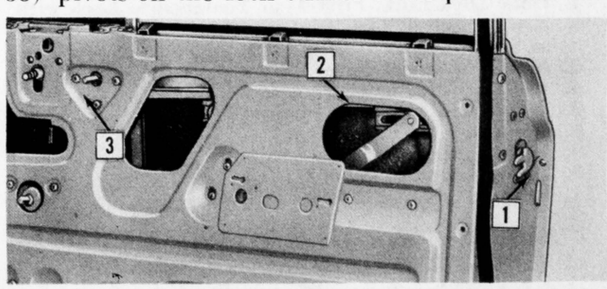
The door locks are a toggle latch trigger release type. The outside latch serves as a male dovetail when the door is closed against the lock striker and female dovetail on the body lock pillar.

When the door is closed, the revolving action of the lock outside latch places it under spring tension and in a latched position. The outside door handle and remote control serve only as lock operating controls. The remote control serves to lock the door from the inside on front doors. The rear doors are locked from the inside by a push button locking control.

Operation of Door Lock

Outside Latch or Forked Section

The outside latch or forked section (Item 1, Fig. 38) pivots on the lock striker latch pin when the



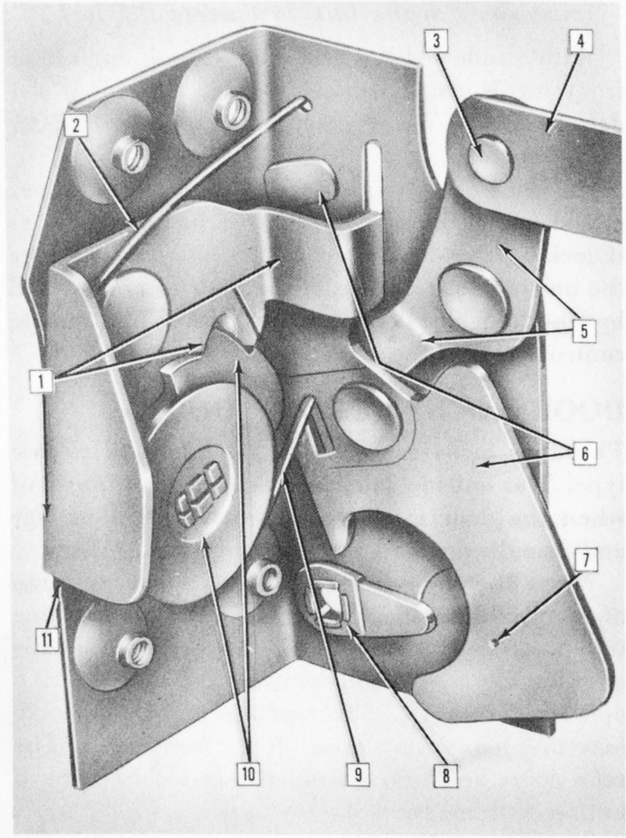
1. Door Lock
2. Link to Remote Control
3. Remote Control

FIGURE 38—*Door Lock, Operating Controls.*

door is closed. The inside latch (Item 10, Fig. 39) is the locking unit for the outside latch. Both latches are mounted on a main shaft to operate simultaneously under spring tension as one unit.

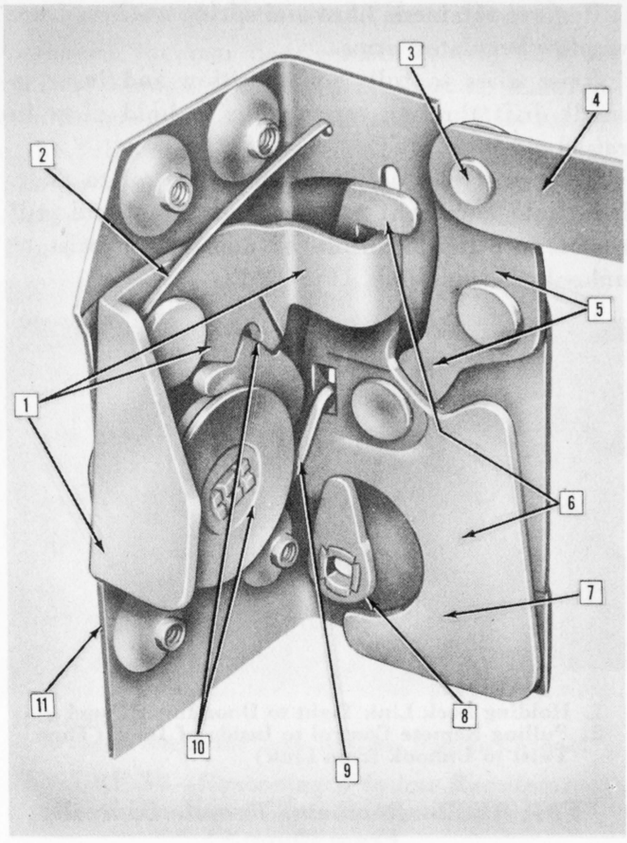
Handle Trigger and Remote Control Contactor or Trip Lever

The handle trigger and remote control contactor or trip lever (Item 1, Fig. 39) is held against the inside latch by the contactor spring (Item 2). This constant spring tension will permit the trip lever to pivot raising the rear section upward when the inside latch is rotated clockwise in closing the door



1. Handle Trigger and Remote Control Contactor and Trip Lever
2. Handle Trigger and Remote Control Contactor and Trip Lever Spring
3. Door Lock Link Rivet, First Type Lock (Second Type Lock Has Stud on Lock and Slot in Link)
4. Door Lock Link, First Type Fastened to Lock with Rivet (Second Type Link Has Slot Which Hooks to Stud on Lock)
5. Remote Control Lever
6. Lock Locking Lever
7. Inside Locking Lever Spring
8. Key Lock Locking Lever
9. Main Spring
10. Inside Latch
11. Outside Latch or Forked Section

FIGURE 39—*Right Front Door Lock in Unlocked Position. Hook on Upper End of Lock Locking Lever Moved Back so Arm of Contactor and Trip Lever Can Move Up In Slot of Lock Plate to Release Inside Catch. Key Lock Locking Lever and End of Remote Control Lever are Both in Neutral Position.*



NOTE: *See Figure 39 for reference number identification.*

FIGURE 40—*Right Front Door Lock In Locked Position. Hook On Upper End of Lock Locking Lever Moved Forward Over Arm of Contactor and Trip Lever Preventing Upward Movement and Release of Inside Catch. Key Lock Locking Lever is Against Locking Lever Causing Its Pivot Action to the Locked Position.*

or releasing it by the door or remote control handles and to catch and hold the teeth of the inside latch when they engage the sockets of the trip lever to keep the door closed.

The pivot action of the trip lever, to raise from the inside latch, so it can rotate counterclockwise to open the door, can be caused by the downward pressure at the front by the door outside handle or by lifting the rear arm section upward in the lock plate slot by the remote control lever (Item 5).

Lock Locking Lever

The lock locking lever (Item 6) has a hook on the upper end that can be moved over the rear arm section of the trip lever. This blocks any upward movement of the trip lever, therefore, locking the lock.

The pivot action of the lock locking lever to the locked or unlocked position can be operated by the remote control lever (Item 5) operating in the

upper socket or the KEY LOCK locking lever operating in its lower socket.

The inside locking lever spring (Item 7) serves as an over center spring developing spring tension to assist in moving the locking lever to either the locked or unlocked position.

Opening Door From Inside

When the remote control handle is pulled up, this action of the link causes the remote control lever (Item 5) to raise the rear arm section of the trip lever releasing the inside latch.

Locking With Remote Control

When the remote control handle is pushed down, this action of the link causes the remote control lever (Item 5) to rotate the locking lever (Item 6) placing the hook on the upper end over the trip lever (Fig. 40).

Locking With Key

When the key is turned toward the rear of the car, this causes the key lock locking lever (Item 8) to pivot the locking lever (Item 6) placing the hook on the upper end over the trip lever (Fig. 40).

Unlocking

When the door is locked by either the key or the remote control handle the same pivot action of the locking lever results. Therefore, the door may be unlocked by turning the key toward the front of the car or by pulling up on the remote control handle.

Safety Locking Feature

The door lock outside latch or forked section must be in a vertical position with the door lock pillar before it can be locked with either the key or the remote control.

The door cannot be closed with the outside latch in a vertical position, it must be at an angle pointing to the inside as shown Item 1, Figure 38.

Therefore, the door must be closed before it can be locked with either the key or remote control.

This feature eliminates the possibility of locking the car and leaving the keys inside.

Door Lock Removal (Front Door)

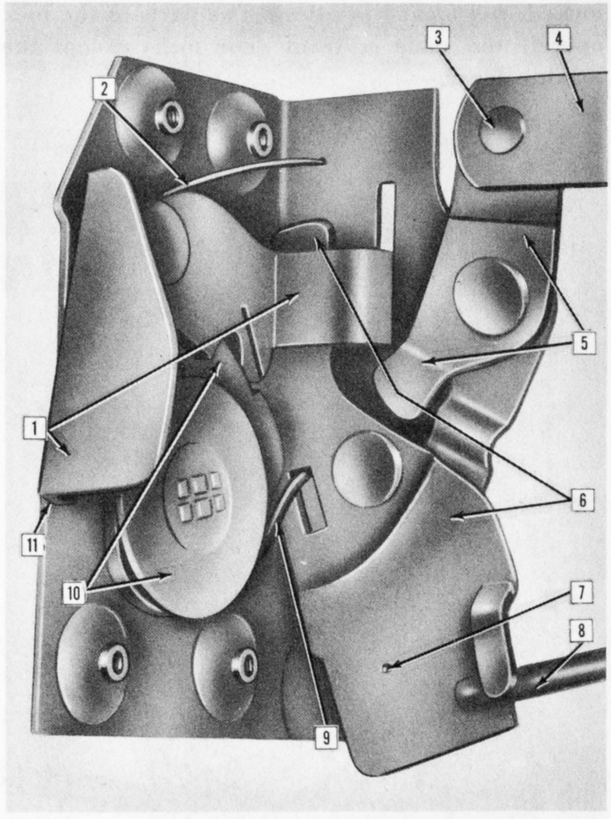
The remote control and link assembly must be removed with the lock as shown in Figure 33. Therefore, to remove the door lock, follow remote control removal, installation and adjustment procedures.

Maintenance and Lubrication

Lubricate the door lock mechanism with light engine oil by removing the two upper screws holding the door lock to the door lock pillar.

Then allow the oil to drip down to the inside face of the lock and on the back wall. Open and close the door several times so that all working parts may operate to receive lubricant.

When the lock has been removed, wash it with gasoline to remove all dust, dirt, and gum; dry with air, and apply lubriplate to all working parts.



1. Handle Trigger and Remote Control Contactor and Trip Lever
2. Handle Trigger and Remote Control Contactor and Trip Lever Spring
3. Door Lock Link Rivet, First Type Lock (Second Type Lock Has Stud on Lock and Slot in Link)
4. Door Lock Link, First Type Fastened to Lock With Rivet (Second Type Link Has Slot Which Hooks to Stud on Lock)
5. Remote Control Lever
6. Lock Locking Lever
7. Inside Locking Lever Spring
8. Locking Link Under Lock Tab
9. Main Spring
10. Inside Catch
11. Outside Latch or Forked Section

FIGURE 41—*Right Rear Door Lock In Unlocked Position. Hook on Upper End of Lock Locking Lever Moved Back By Locking Link So Arm of Contactor and Trip Lever Can Move Up in Slot of Lock Plate to Release Inside Catch. End of Remote Control Lever is in Neutral Position.*

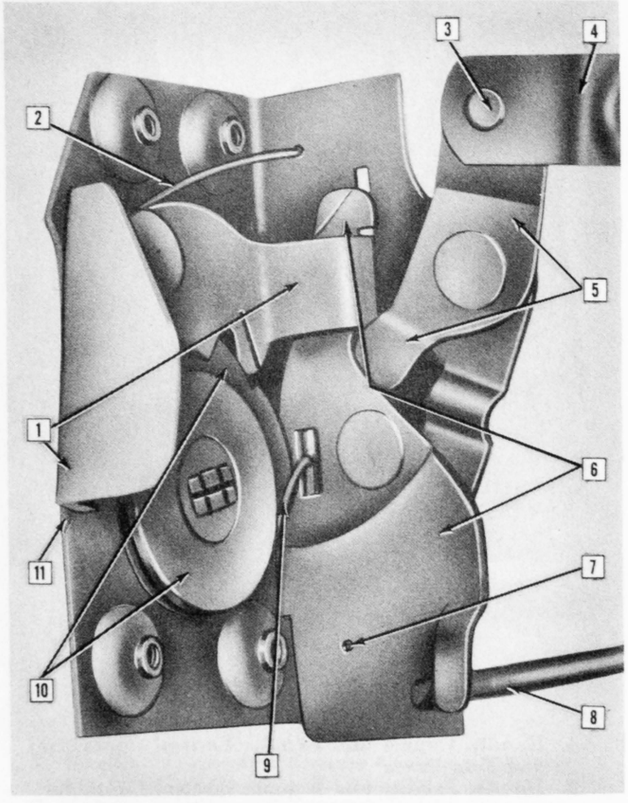
DOOR LOCKS AND LOCKING CONTROL (REAR DOOR)

The rear door locks are similar to the front door locks with the exception of the key lock entrance and the locking lever.

The locking lever is completely controlled by the movement of the locking link.

The rear doors can only be locked or unlocked by the locking control button extending through the finish moulding at the hinge side of the door.

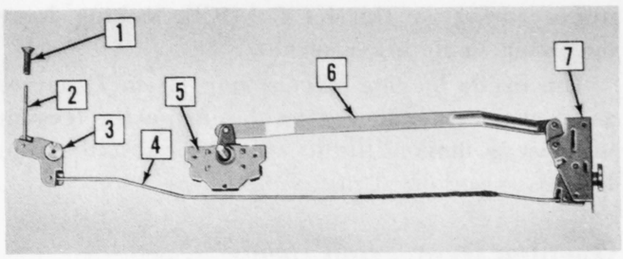
Figures 41 and 42 show the rear door lock, unlocked, and locked positions. The parts of the lock operate the same as front door locks except the locking lever.



NOTE: *See Figure 41 for reference identification.*

FIGURE 42—*Right Rear Door In Locked Position. Locking Link Pushed Forward Moves Hook on Upper End of Lock Locking Lever Forward Over Arm of Contactor and Trip Lever Preventing Upward Movement and Release of Inside Catch By End of Remote Control Lever Against Arm of Contactor and Trip Lever.*

The rear door lock locking control assembly and the remote control and link assembly as shown Figure 43, must be removed before the door lock can be removed from the door.



1. Rear Door Locking Control Button
2. Rear Door Locking Control Rod
3. Rear Door Locking Crank
4. Rear Door Locking Link
5. Remote Control
6. Door Lock Link
7. Door Lock

FIGURE 43—*Right Rear Door Lock Remote Control and Locking Control Assembled as Installed in Door.*

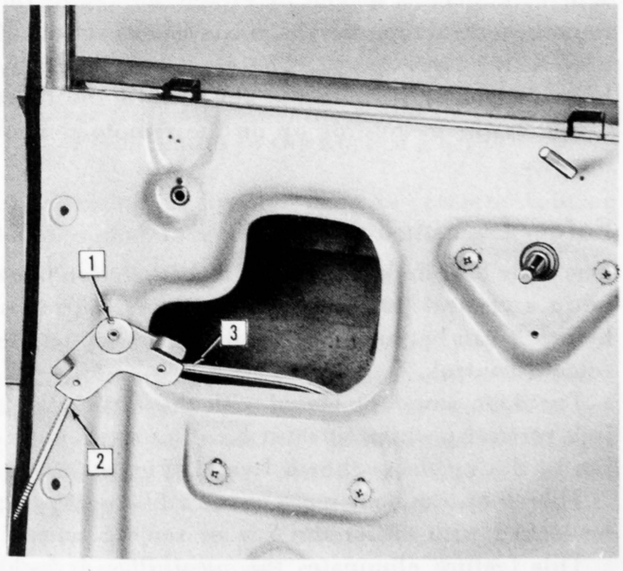
Door Lock Removal (Rear Door)

Lower window glass and remove retainers from window regulator arms to glass bottom channel (Fig. 34).

Remove window regulator arms from glass bottom channel and fibre and spring washers from window regulator arms. Now raise glass to full "up" position and insert small drift through screw hole to hold glass in raised position (Fig. 35).

Remove remote control lower mounting screw. This will release the locking link supporting clip.

Remove locking control crank from door and disconnect from link (Fig. 44).



1. Locking Control Crank
2. Locking Control Rod
3. Locking Control Link

FIGURE 44—*Removing Rear Door Locking Control Crank.*

Lower the locking link to rest on glass stop, then crank window regulator arms up so locking link can be moved under arms toward door inner panel (Fig. 45).

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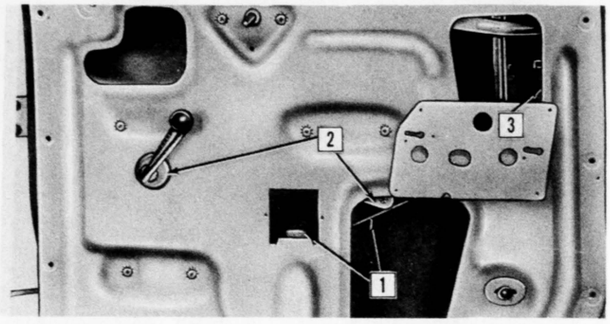


1. Locking Link Resting on Glass Stop
2. Window Regulator Arm Cranked Up So Locking Link Can Be Moved Under Arm Toward Door Inner Panel
3. Pull Link Placing Lock Locking Arm In Unlocked Position to Unhook Link from Lock

FIGURE 45—*Disconnecting Locking Link from Lock.*

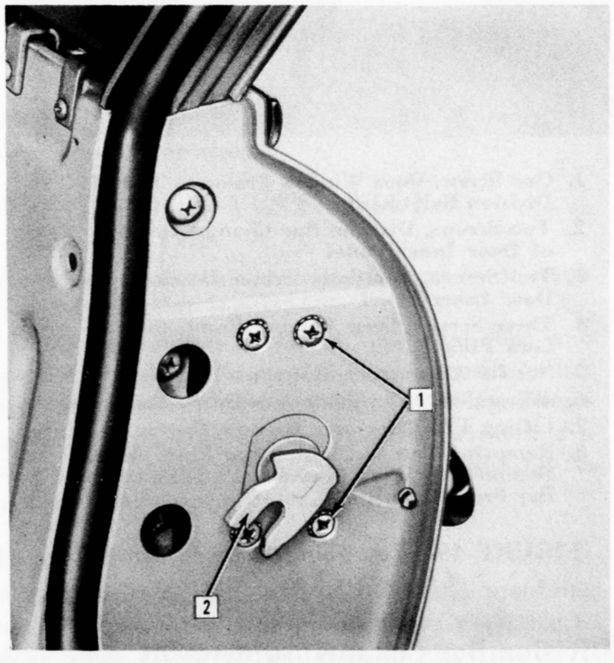
Now pull link to move locking arm on lock to unlocked position. This will provide clearance at lock to unhook link from lock.

Remove link from door at upper opening.

Remove screws holding remote control to door and lower remote control and link in door.

Remove division bar adjusting stud (Fig. 37). This will permit the remote control and link to swing vertically with lock so it can be unhooked from lock.

Remove lock to door screws, turn lock catch down to vertical position, push lock to inside of door and remove from door (Fig. 46).



1. Remove Screws Door Lock to Door
2. Turn Lock Catch to Vertical Position Push Lock to Inside of Door

FIGURE 46—*Removing Rear Door Lock From Door.*

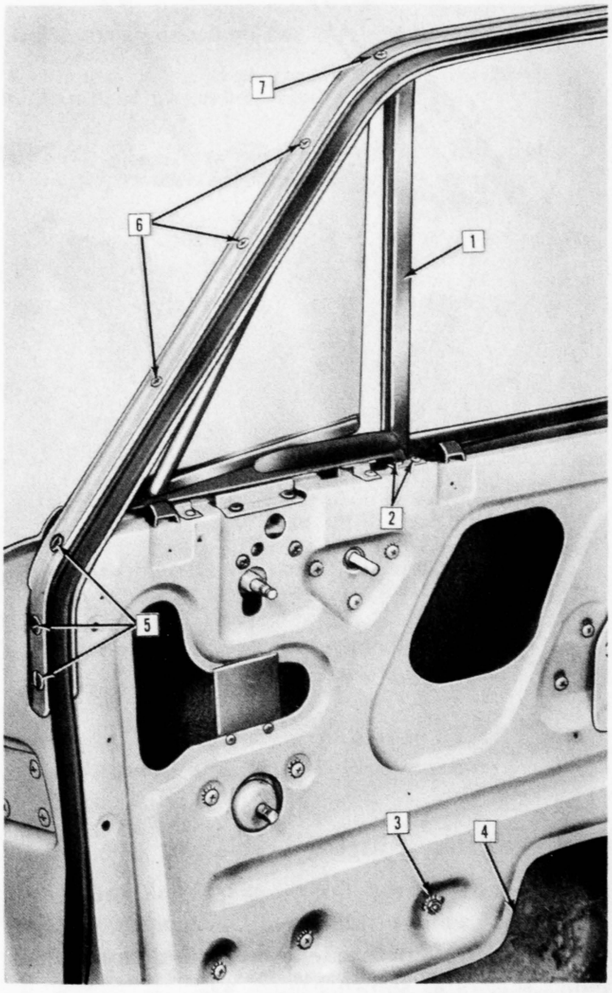
CAUTION: *Clean and lubricate lock before reinstallation. Check operation of door handles for remote control adjustment before installing trim panel and hardware.*

DOOR DIVISION BAR CHANNEL

The front and rear door division bar channel is provided with a sealer rubber on the ventilator glass side. A felt lined glass slide channel is provided on the door glass side.

Removal Procedure (Front Door)

After removing the door trim panel and finish moulding, remove all screws from window frame and division bar to door as shown (Fig. 47).

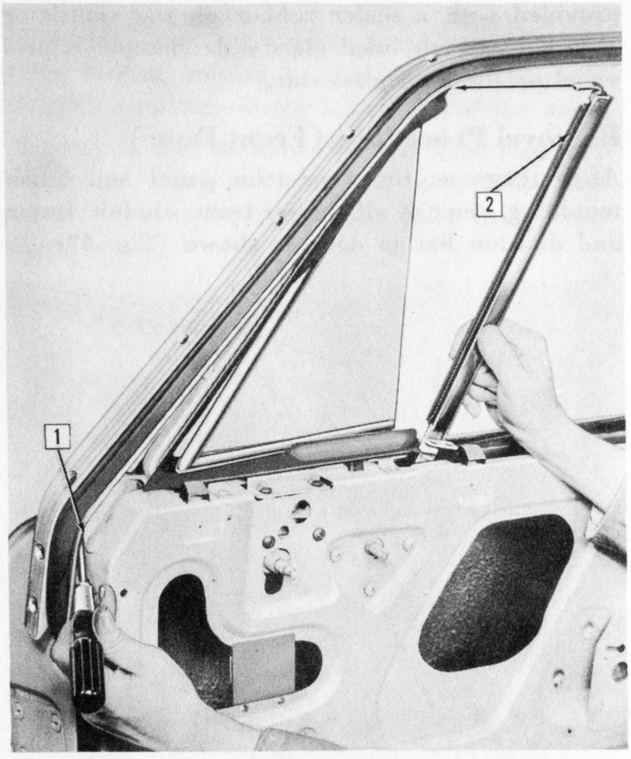


1. Door Division Bar Channel
2. Two Screws, Channel to Top of Door Inner Panel
3. Nut for Adjustment, Bottom of Channel
4. Adjustable Stud, Channel to Door (Inside Door)
5. Three Screws, Door Window Frame to Door Hinge Pillar
6. Three Screws, Door Window Frame to Ventilator Assembly
7. One Screw, Door Window Frame to Top of Division Bar Channel

FIGURE 47—*Screws to be Removed for Removal of Door Division Bar Channel, Front Door.*

Insert screw driver between window frame and door hinge pillar and pry window frame up about 1 inch.

Release top bracket of division bar from channel section of window frame and lift division bar from door (Fig. 48).



1. Lifting Window Frame From Door Hinge Pillar and Ventilator
2. Removing Top of Division Bar From Channel Section of Window Frame and Lifting Division Bar From Door

FIGURE 48—*Removing Door Division Bar From Door (Front Door).*

NOTE: *To install, reverse removal procedure and perform adjustment operations.*

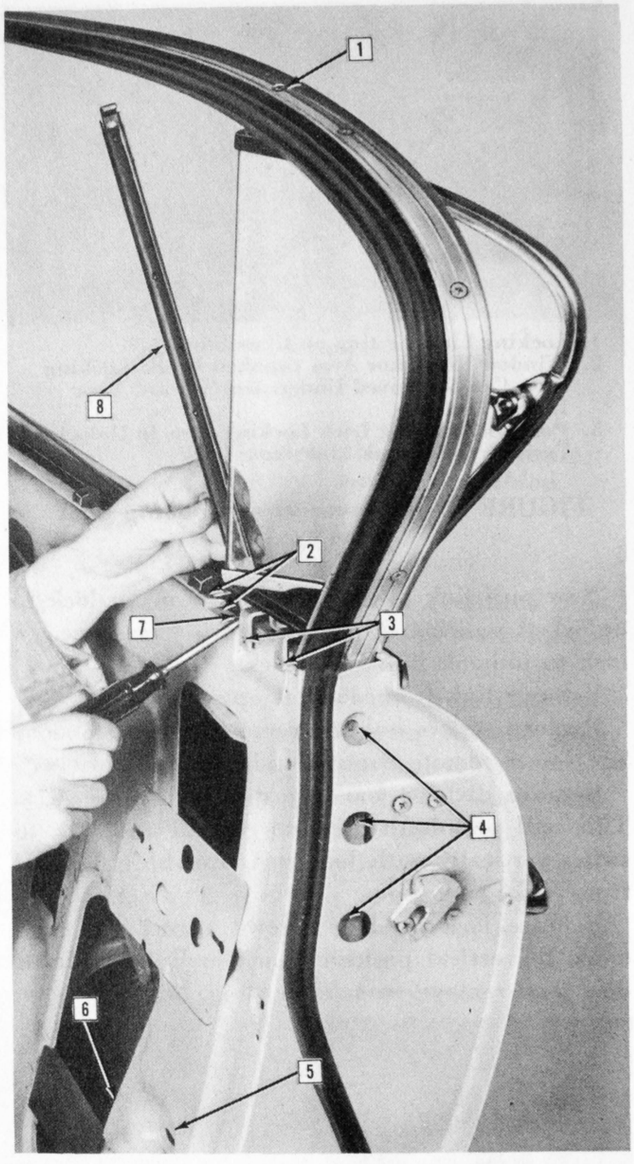
Removal Procedure (Rear Door)

After removing the door trim panel and finish moulding, remove all window frame to division bar, and ventilator frame and division bar to door panel screws as shown Figure 49.

Insert screw driver between ventilator frame and door panel and pry ventilator and window frame up about 1 inch.

Remove top bracket of division bar from channel section of window frame and lift division bar from door (Fig. 49).

NOTE: *To install, reverse removal procedure and perform adjustment operations.*



1. One Screw, Door Window Frame to Top of Division Bar Channel
2. Two Screws, Division Bar Channel to Top of Door Inner Panel
3. Two Screws, Ventilator Frame Bracket to Door Inner Panel
4. Three Screws, Door Window Frame to Door Lock Pillar
5. Nut for Adjustment, Bottom of Channel
6. Adjustable Stud, Channel to Door (Inside Door)
7. Lifting Ventilator and Window Frame
8. Removing Top of Division Bar From Channel Section of Window Frame and Lifting Division Bar From Door

FIGURE 49—*Removing Door Division Bar Channel (Rear Door).*

Division Bar Channel Adjustment

Adjust division bar channel at bottom to move division bar in or out so glass will travel straight up and down in slide channel and not bind on either side (Fig. 50).

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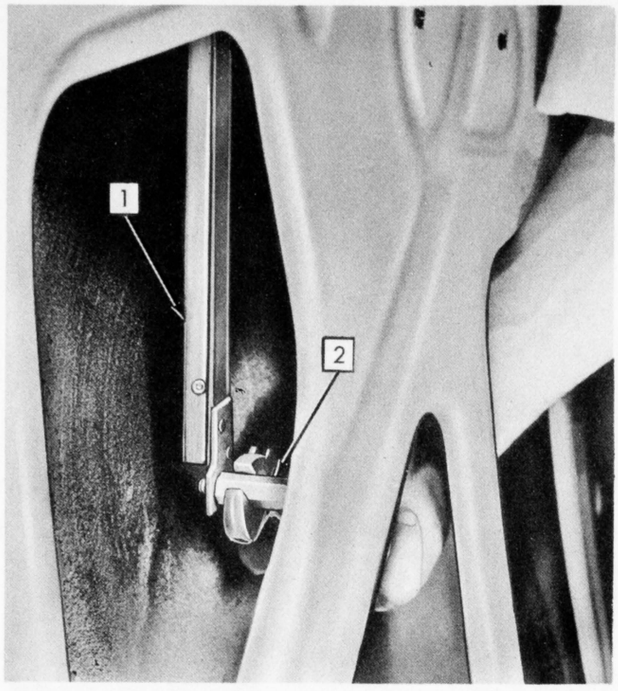


1. Door Division Bar Channel
2. Adjustable Stud, Channel to Door

FIGURE 50—*Removing, Installing or Adjusting Division Bar Channel at Bottom.*

An elongated hole is provided in the door inner panel whereby this channel may be adjusted against the edge of the glass and the lock nut tightened to hold the adjustment selected (Item 3, Fig. 47).

Lubrication

Use powdered or flake graphite in glass slide channel for easy operation of glass against felt. Never use oil or wax.

FRONT DOOR VENTILATOR REGULATOR

The front door ventilator is operated by a crank type handle and regulator.

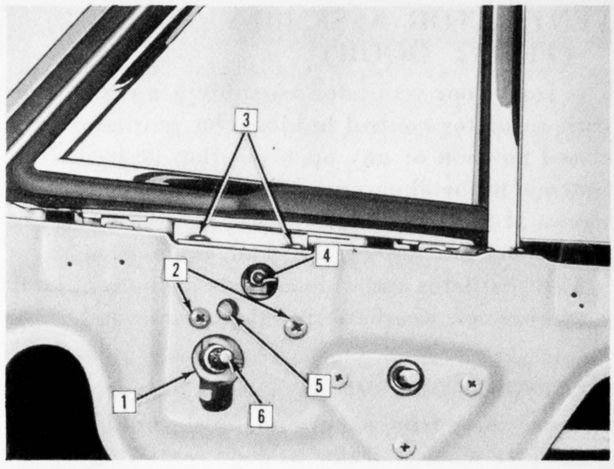
The regulator is installed into the door and attached to the ventilator after the ventilator has been properly adjusted to the door opening. Therefore, the regulator can be removed without disturbing the ventilator assembly, but must be removed prior to ventilator assembly.

Removal Procedure

After door trim panel and bottom finish moulding has been removed, remove ventilator regulator to door inner panel screws (Item 2, Fig. 51).

Remove two ventilator bottom frame to top of regulator screws.

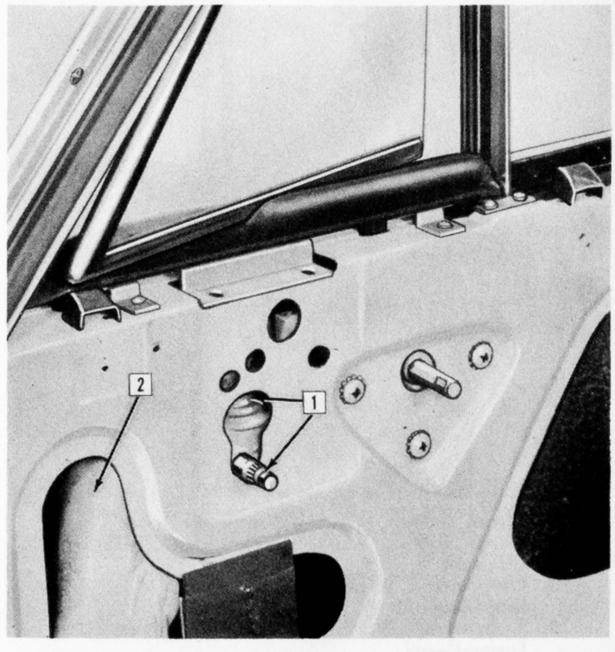
Remove one, regulator to glass from shaft, cap screw.



1. Ventilator Regulator
2. Ventilator Regulator Screws to Door Inner Panel
3. Ventilator Regulator Screws to Vent Frame
4. Ventilator Regulator Cap Screw to Vent Frame Pivot Shaft
5. Ventilator Regulator Handle Adjustment Screw
6. Ventilator Regulator Handle Shaft

FIGURE 51—*Front Door Ventilator Regulator Adjustment and Fastening Screws.*

Lower and remove regulator from opening in door inner panel (Fig. 52).



1. Lower Regulator in Door Panel to Release Regulator From Ventilator Glass Frame Shaft
2. Remove Regulator From Door Through Opening

FIGURE 52—*Removing Ventilator Regulator From Door.*

Handle Adjustment

Excessive or insufficient movement of regulator gears for operation of the handle is controlled by a friction adjustment screw (Item 5, Fig. 51). Turn screw in to increase tension.

VENTILATOR ASSEMBLY (FRONT DOOR)

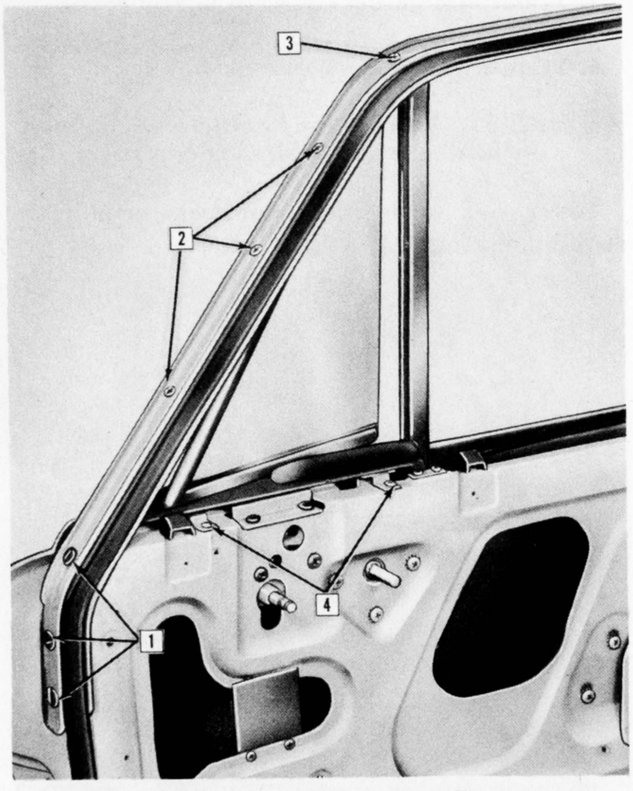
The front door ventilator assembly is a crank type with regulator control holding the ventilator in a closed position or any open position desired. It is fastened to the aluminum window frame with three screws at the front and top, and two screws at the bottom to the top of the door inner panel.

The ventilator assembly consists of the ventilator steel channel, weatherstrip, glass frame and glass.

Removal Procedure

Remove door trim panel and finish moulding.

Remove window frame to door ventilator screws and top of division bar channel and ventilator to door inner panel screws (Fig. 53).



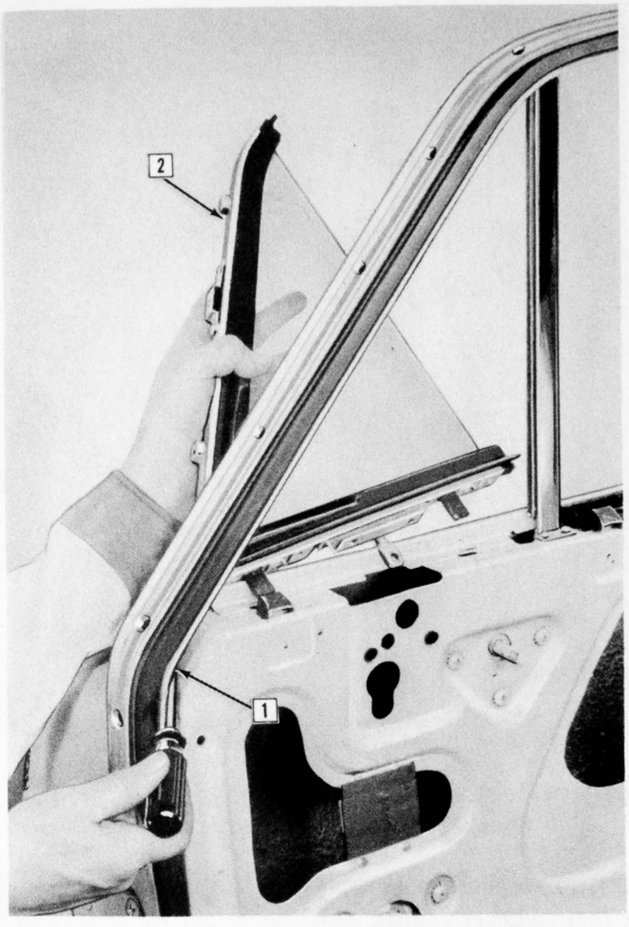
1. Three Screws, Window Frame to Door
2. Three Screws, Window Frame to Ventilator Channel
3. One Screw, Window Frame to Division Bar Channel
4. Two Screws, Ventilator to Top of Door Inner Panel

FIGURE 53—*Screws to be Removed For Front Door Ventilator Assembly Removal.*

Remove ventilator regulator (Fig. 51 and 52).

Insert screw driver under door window frame and pry window frame up about 1 inch. This will release the window frame from the top of the ventilator assembly.

Tilt ventilator assembly to outside of door and lift from door (Fig. 54).



1. Prying Window Frame Up About 1 Inch
2. Lifting Ventilator Assembly From Door

FIGURE 54—*Removing Ventilator Assembly From Front Door.*

Ventilator Glass and Frame Removal After Ventilator Assembly is Removed From Door

Spring top of ventilator channel up enough to release upper pivot on glass frame from socket in ventilator channel.

Now lift glass and frame to remove lower pivot from slot in ventilator channel and weatherstrip.

Ventilator Rubber Weatherstrip Removal

The ventilator glass and frame must be removed before the rubber weatherstrip can be removed from the ventilator channel.

Ventilator Glass Removal From Chrome Frame After Unit is Removed From Ventilator Assembly

Clamp glass frame bottom pivot in vise (Fig. 55).

Slightly spread top and bottom frame away from glass.

With two small blocks of wood about three inches square and one inch thick, apply one to each side of glass, insulating between wood blocks

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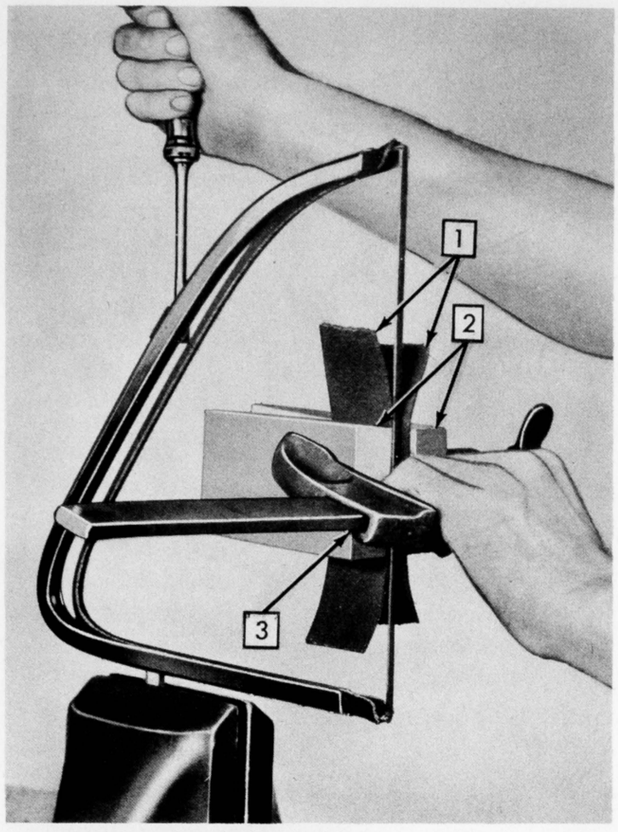


1. Cork Tape
2. Two Wood Blocks
3. Clamps

FIGURE 55—*Removing Glass From Ventilator Frame.*

and glass with cork tape or strips of rubber. Use "C" clamp and tighten against the two blocks of wood. This will form a handle to pull the glass out of the frame.

NOTE: *In cases where only the glass is to be replaced, the glass may be removed in this manner without removing the ventilator from the door.*

VENTILATOR ASSEMBLY (REAR DOOR)

The rear door ventilator assembly is operated by a push button locking type handle mounted to the glass frame. The movement of the glass frame is controlled by friction created by the adjustment of a coil spring on the lower pivot, whereby, sufficient friction can be obtained to hold the ventilator glass at any open position desired, within the range of travel. The distrance of travel to the full open position is controlled by a friction unit stop washer mounted on the bottom pivot which turns with the pivot until it is stopped by the frame bracket.

The upper pivot of the glass frame is a shoulder screw inserted through the top of the steel channel to the glass frame.

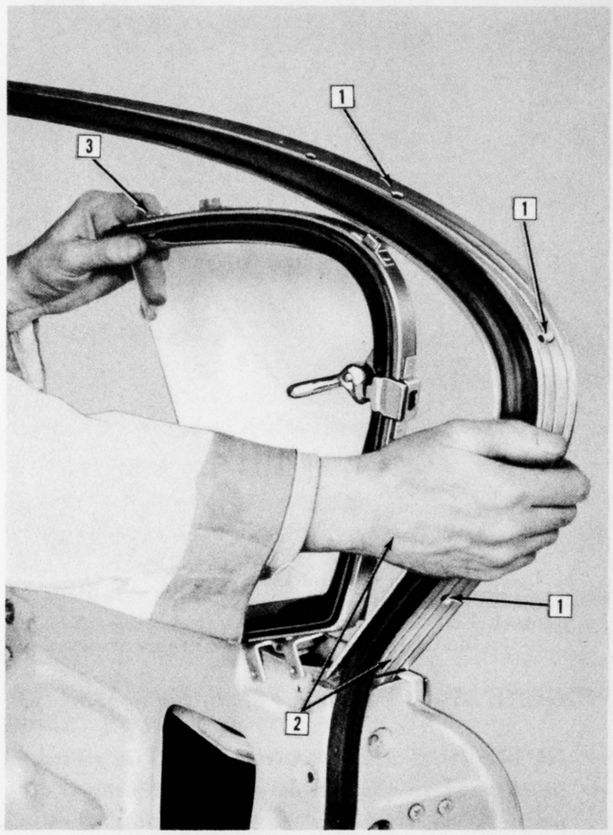
The complete assembly is fastened to the aluminum window frame with three screws at the top and rear of the doors and two screws at the bottom of the ventilator frame bracket to the door inner panel.

Removal Procedure

Remove door trim panel and finish moulding.

Remove rear door division bar channel (Fig. 49).

Remove three screws holding ventilator assembly to top and rear of window frame (Fig. 56).



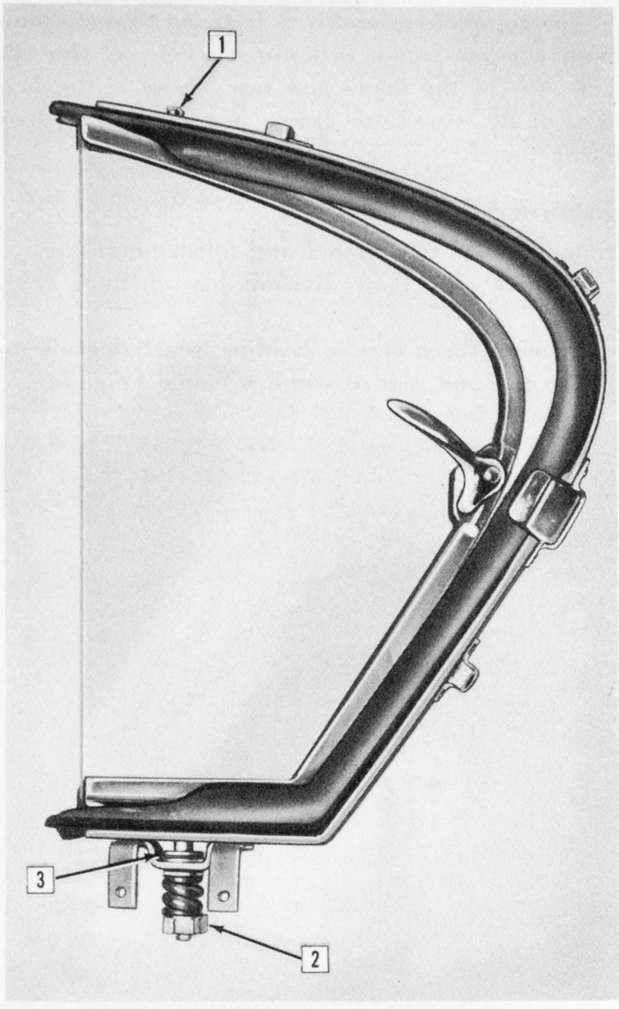
1. Screws, Window Frame to Ventilator Removed
2. Lift Rear End of Window Frame About 1 Inch
3. Pull Ventilator Assembly Forward in Door From Channel Section of Window Frame and Lift Vent From Door

FIGURE 56—*Removing Rear Door Ventilator Assembly.*

Lift rear end of window frame about 1 inch and pull ventilator assembly forward in door from channel section of window frame, and lift ventilator from door.

Ventilator Glass and Frame Removal After Complete Assembly is Removed From Door

Remove upper pivot screw and lock tab (Fig. 57). Remove lower pivot lock tab and nut.



1. Upper Pivot Screw and Lock Tab
2. Lower Pivot Nut and Lock Tab
3. Steel, Fibre, and Friction Unit Stop Washers Assembled Between Frame and Frame Bracket

FIGURE 57—*Rear Door Ventilator Assembly.*

NOTE: *Particular attention should be given to the relative position of the spring and washers as they are removed, that they may be reassembled in the same manner. Also note the position of the friction stop.*

Removal of Weatherstrips From Channel

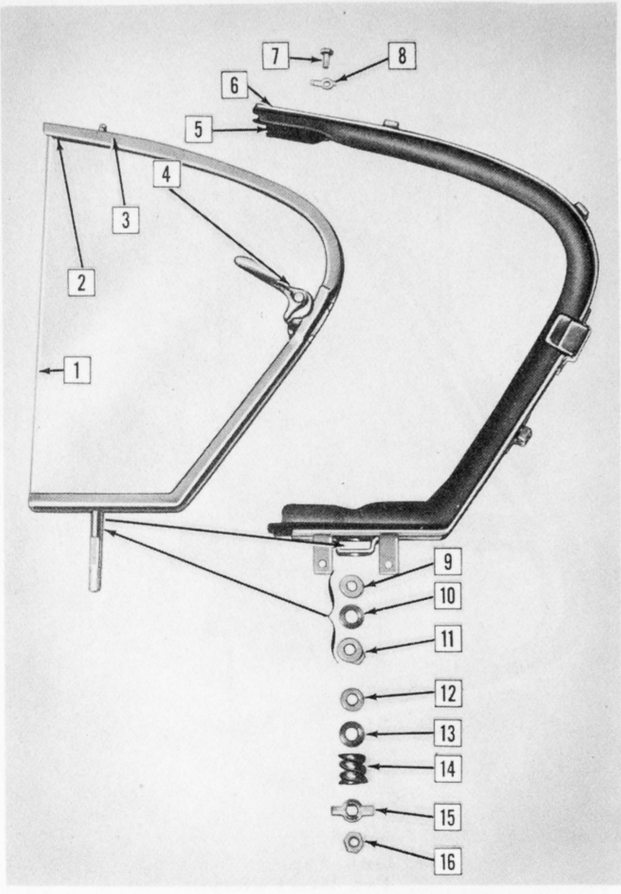
The weatherstrip can only be removed from the channel assembly after the frame and glass assembly has been removed.

Ventilator Glass Removal From Chrome Frame

Follow removal procedure for front door ventilator glass.

Rear Door Ventilator Friction Adjustment

The glass and frame assembly must not bind on the weatherstrip when opening and closing the ventilator assembly.



1. Glass
2. Glass Setting Material
3. Glass Chrome Frame
4. Handle Assembly
5. Weatherstrip
6. Channel
7. Upper Pivot Screw
8. Upper Pivot Screw Lock Tab
9. Steel Friction Washer
10. Fibre Friction Washer
11. Friction Unit Stop
12. Steel Friction Washer
13. Fibre Friction Washer
14. Spring
15. Tab Washer
16. Nut

FIGURE 58—*Rear Door Ventilator Disassembled.*

Tighten upper pivot screw.

Tighten the lower pivot friction nut so that the ventilator glass will remain in any open position selected. The friction should not cause hard operation, yet be strong enough to hold the window open while driving at average speeds.

WINDOW REGULATOR AND CROSS ARM ASSEMBLIES (FRONT DOOR)

The front door window regulator and cross arm assemblies are individual units, however, they operate as one unit for raising and lowering the door glass.

The window regulator serves as the control unit. Its arm has a slot which hooks to a stud on the

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cross arm assembly and is locked by a retainer clip.

The cross arm assembly is also fastened to the door panel, having studs on the upper ends of the arms which operate into sliding slots of the glass bottom channel. Fibre and spring washers are used on these studs for ease in operation and to prevent excessive side movement of the studs in the slots. The studs are locked to the bottom channel by retaining clips.

Both of these units operate under spring tension to compensate for the weight of the glass and serve to assist in raising the glass.

CAUTION: *The cross arm assembly (Fig. 63) has the arm extended upward. In this position the spring tension is released. Therefore, when removing this assembly, the glass must be raised before the assembly is loosened from the door panel or the arms are removed from the glass bottom channel.*

DO NOT REMOVE THIS UNIT WITH ARMS LOWERED (FOLDED) AS INJURY MAY RESULT.

The window regulator or the cross arm assembly can be removed individually.

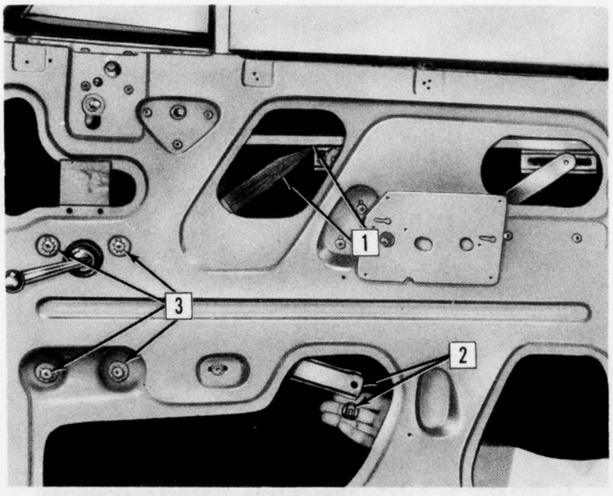
Window Regulator Removal

Remove door trim panel.

Raise window and use wood block to support glass bottom channel.

Remove retainer and disconnect window regulator arm from cross arm assembly (Fig. 59).

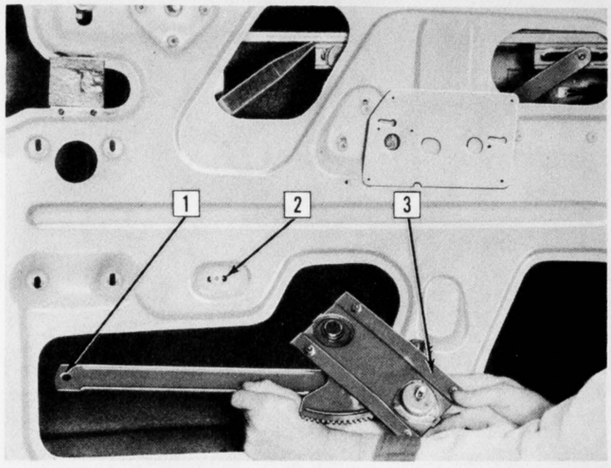
Remove window regulator to door inner panel screws.



1. Glass Bottom Channel Supported by Wood Block
2. Retainer and Window Regulator Arm Removed From Cross Arm Assembly
3. Screws, Door Inner Panel to Window Regulator

FIGURE 59—*Disconnecting Window Regulator Arm From Cross Arm Assembly.*

Lower window regulator, turning the complete assembly counterclockwise to release the arm from the top of division bar channel stud (Fig. 60).



1. Window Regulator Turned Counterclockwise, Releasing Arm From Top of Division Bar Channel Stud
2. Division Bar Channel Stud
3. Position of Window Regulator For Removal From Door

FIGURE 60—*Removing Window Regulator From Door.*

Cross Arm Assembly Removal

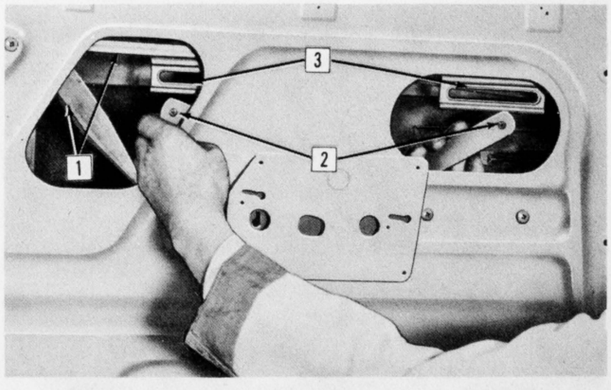
Remove door trim panel.

Lower window and remove retainers from cross arm studs in glass bottom channel. DO NOT REMOVE ARMS FROM BOTTOM CHANNEL.

Carefully crank window regulator to raise glass. Use block of wood to support glass bottom channel.

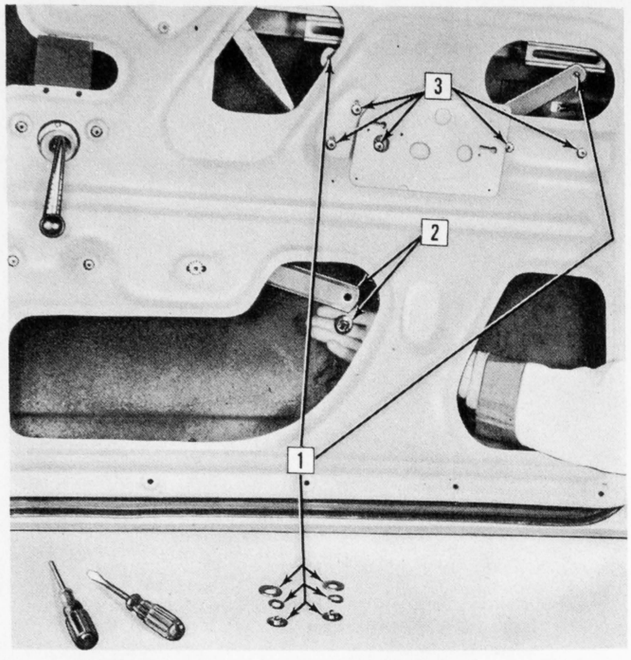
Remove cross arms from slots in bottom channel and remove fibre and spring washers from studs on cross arms (Fig. 61).

Remove retainer and window regulator arm from cross arm assembly.



1. Glass Bottom Channel Supported by Wood Block
2. Cross Arm Assembly Arms Removed From Slots in Glass Bottom Channel
3. Slots in Glass Bottom Channel

FIGURE 61—*Removing Cross Arm Assembly Arms From Glass Bottom Channel.*



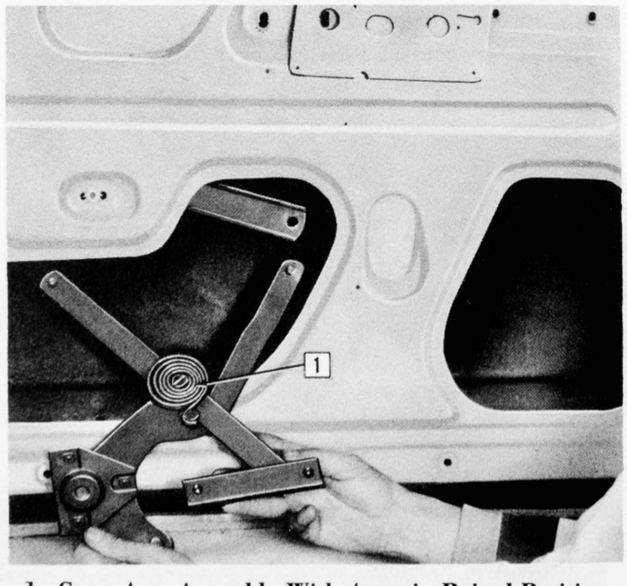
1. Retainers, Springs and Fibre Washers, Removed From Cross Arm Assembly Arm Studs
2. Removing Retainer and Window Regulator Arm From Cross Arm Assembly
3. Screws, Door Panel to Cross Arm Assembly

FIGURE 62—*Removing Window Regulator Arm From Cross Arm Assembly.*

Remove door inner panel to cross arm assembly screws.

Lower cross arm assembly in door and remove it through opening in inner panel (Fig. 63).

NOTE: *Cross arm assembly arms in raised position; spring tension is released. This is the safe position for removal and handling.*



1. Cross Arm Assembly With Arms in Raised Position and Tension in Spring Released

FIGURE 63—*Removing Cross Arm Assembly From Door.*

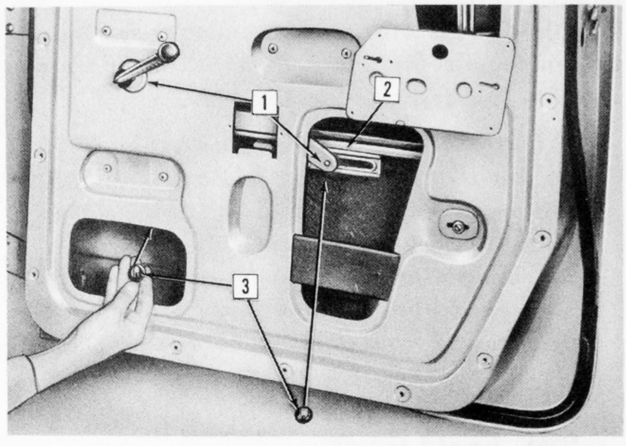
WINDOW REGULATOR AND CROSS ARM ASSEMBLY (REAR DOOR)

The window regulator and cross arm assembly in the rear doors is one unit as shown (Item 4, Fig. 8).

Removal Procedure

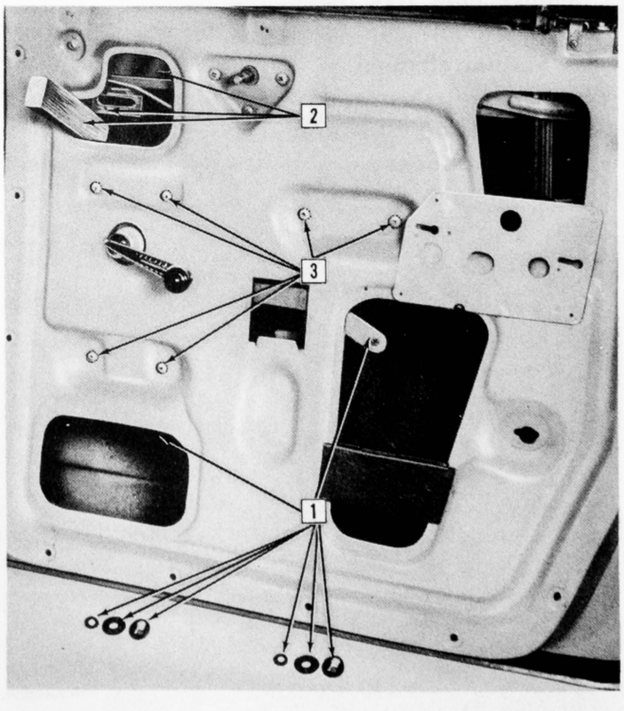
Remove door trim panel.

Lower window glass and remove cross arm to bottom channel retainers (Fig. 64).



1. Window Regulator and Cross Arm Assembly
2. Glass Bottom Channel in Lowered Position
3. Regulator Arm to Bottom Channel Retainers

FIGURE 64—*Removing Window Regulator to Glass Bottom Channel Retainers.*



1. Retainers, Fibre, and Spring Washers, Removed From Cross Arm to Glass Bottom Channel
2. Glass Raised and Supported by Wood Block
3. Screws, Door Inner Panel to Window Regulator and Cross Arm Assembly

FIGURE 65—*Glass in Raised Position Supported by Wood Block.*

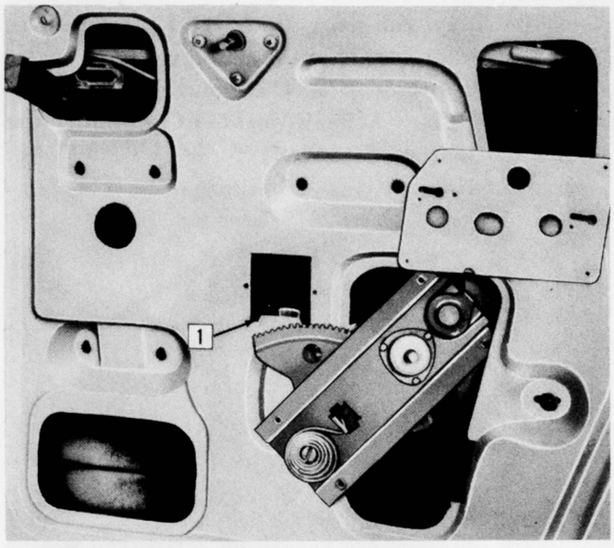
DOOR TRIM, HARDWARE AND GLASS
("Ambassador" and "Statesman" Series)

Remove cross arms from glass bottom channel and remove spring and fibre washers from cross arm studs.

Raise glass and use wood block to support bottom channel. (Do not use window regulator to raise glass.)

Remove screws from door panel to window regulator and cross arm assembly (Fig. 65).

Push window regulator to inside of door. Now lift complete assembly over glass stop and remove from door as shown Figure 66.



1. Glass Stop

FIGURE 66—*Removing Window Regulator and Cross Arm Assembly From Rear Door.*

FRONT DOOR GLASS AND BOTTOM CHANNEL ASSEMBLY

The door glass is set into the bottom channel with a rubber glass setting channel sealer. The outer lip of the sealer contacts the door outer panel when the glass is in the closed position.

The front door glass in the two door models is wider than the door glass in the four door models, however, the same removal procedure applies.

Front Door Glass Removal

Remove door trim panel and finish moulding.

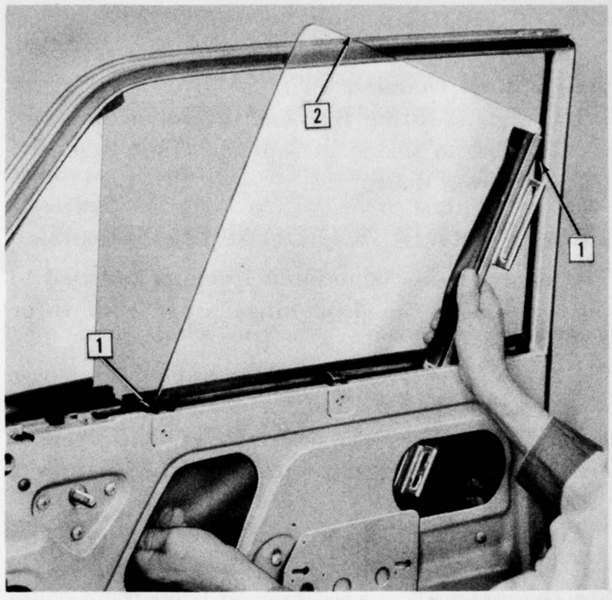
Remove door division bar channel.

Disconnect window regulator cross arms from glass bottom channel.

Open door ventilator.

Tilt front edge of glass down and raise rear edge up.

Tilt top edge of glass to inside of door window frame and lift glass from door (Fig. 67).



1. Tilt Front Edge of Glass Down and Raise Rear Edge Up
2. Tilt Top Edge of Glass To Inside of Door and Lift Glass From Door

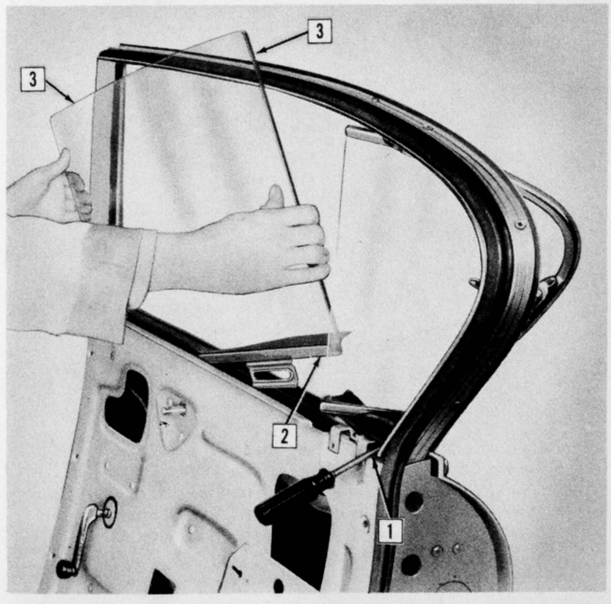
FIGURE 67—*Removing Door Glass From Front Door.*

Rear Door Glass Removal

Remove door trim panel and finish moulding.

Remove division bar channel.

Pry rear end of glass from assembly up about one inch, and insert screw driver under ventilator frame bracket as a support (Item 1, Fig. 68).



1. Screw Driver Under Ventilator Supporting it in Raised Position
2. Rear Edge of Glass Removed From Door
3. Top and Front Edge of Glass Tilted to Inside of Door Frame

FIGURE 68—*Removing Door Glass From Rear Door.*

Open ventilator.

Disconnect window regulator cross arms from glass bottom channel.

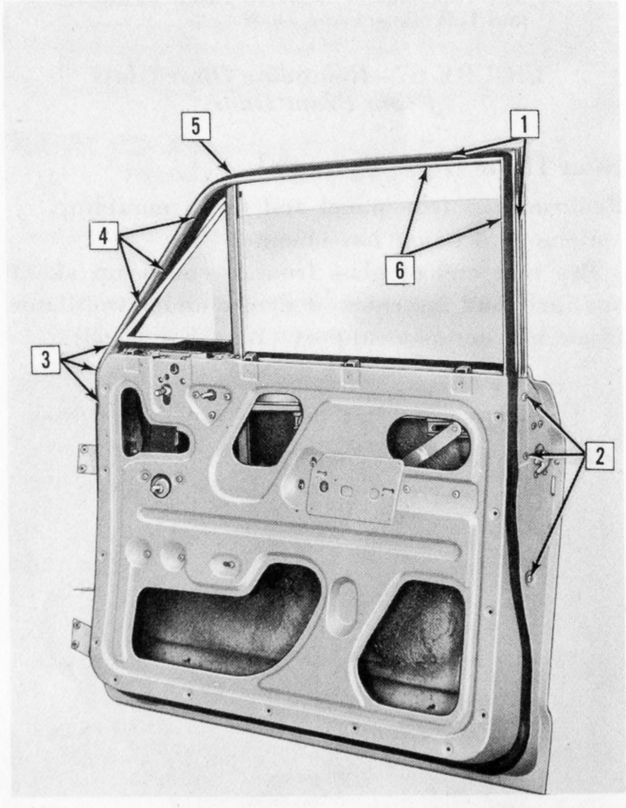
Raise glass, lifting rear end of glass from door, tilting glass to inside at top and front edge and lift glass from door.

FRONT DOOR WINDOW FRAME

The door window aluminum frame is fastened to the outside of the door hinge pillar with three screws.

On the door lock side, the window frame is inserted into the inside of the door and is fastened to the door pillar with three screws. These screws are accessible from the outside of the door lock pillar.

The upper part of the door frame supports the top of the ventilator assembly and the division bar channel with screws inserted from the outside of the frame to these units (Fig. 69).



1. Door Window Frame, Top and Sides
2. Screws, Door Window Frame to Door Lock Pillar
3. Screws, Door Window Frame to Door Hinge Pillar
4. Screws, Door Window Frame to Ventilator Assembly
5. Screw, Door Window Frame to Division Bar Channel
6. Glass Slide and Header Channel

FIGURE 69—*Front Door Window Frame Fastening Screws to Door and Ventilator Assembly.*

The door sealer rubber is cemented to the top and sides of the frame above the door.

Removal Procedure

Remove the door finish moulding.

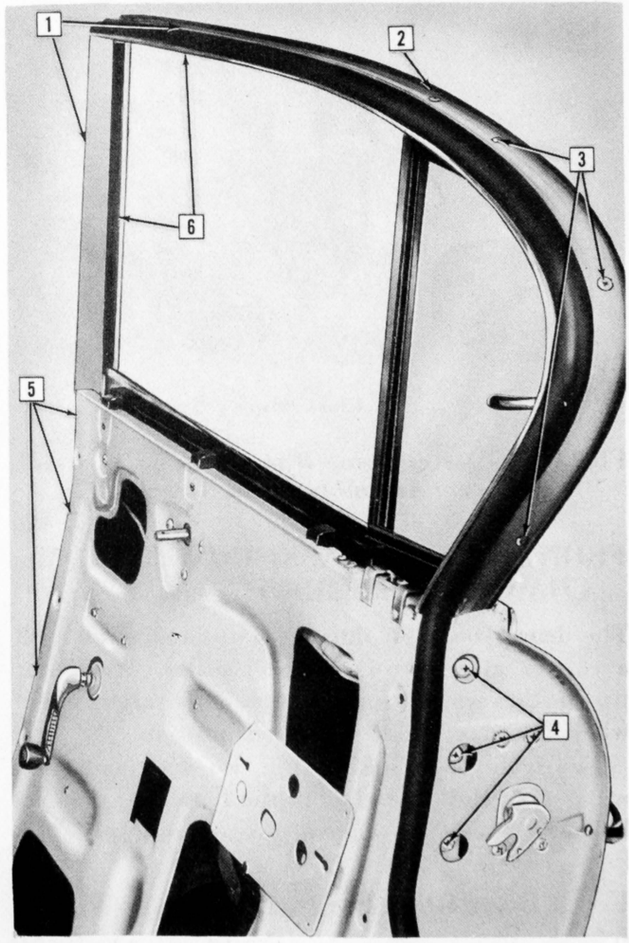
Carefully remove the door sealer rubber from the top and sides of the frame.

Remove all door window frame to door, frame to ventilator assembly, and frame to division bar channel screws (Fig. 69).

Lower door glass and carefully lift frame from door.

Door Window Frame Adjustment

Before tightening the door window frame mounting screws, the window frame is to be pulled toward the body, the door closed and a careful inspection made to see that the window frame sealer rubber seals properly at the front, top and the body lock pillar. After adjustment is made, the screws are tightened securely.



1. Door Window Frame, Top and Sides
2. Screw, Door Window Frame to Division Bar Channel
3. Screws, Door Window Frame to Ventilator Assembly
4. Screws, Door Window Frame to Door Lock Pillar
5. Screws, Door Window Frame to Door Hinge Pillar
6. Glass Slide and Header Channel

FIGURE 70—*Rear Door Window Frame Fastening Screws to Door and Ventilator Assembly.*

DOOR TRIM, HARDWARE AND GLASS
("Ambassador" and "Statesman" Series)

REAR DOOR WINDOW FRAME

The door window aluminum frame is inserted to the inside of the door at the hinge and lock pillar. It is fastened to the door hinge pillar by three screws, and to the door lock pillar by three screws. These screws are accessible from the outside on both pillars.

The top rear section of the frame supports the top of the ventilator assembly and the division bar channel with screws inserted from the outside of the frame to these units (Fig. 70).

The door sealer rubber is cemented to the top and sides of the frame above the door.

Removal Procedure

Remove door finish moulding.

Carefully remove the door sealer rubber from top and sides of frame.

NOTE: *The door division bar channel and ventilator assembly may be detached and removed from the door with the window frame. Then disassembled from the frame, or they may be removed from the door and window frame before the window frame is removed.*

Remove the window frame to door hinge and lock pillar mounting screws (Fig. 70).

Carefully lift window frame from door.

Door Window Frame Adjustment

Before tightening the screws holding the door window frames to the door hinge and lock pillars, the window frame should be pulled toward the body, the door closed and a careful inspection made to see that the window frame sealer rubber seals properly at the front, tops and the body lock pillar. After adjustment is made the screws can be tightened securely.

DOOR GLASS SLIDE CHANNEL

The door glass slide channel (top and side) is clipped into the inside recess of the door window frame by clips clinched to the glass slide channel.

To remove the channel from the window frame each of the clips at the top and side section must be compressed to release them from the flanges of the inside recess in the frame. Otherwise damage to the glass slide channel and clips will result and a new slide channel must be installed.

The clips may be located by inserting a putty knife blade between the slide channel chrome head and recess in window frame. When the clip is located, insert another putty knife under the clip. Pry it against the glass slide channel to release it from the recess; then down to remove the channel and clip from the window frame.

This operation should be started at the top edge, next to the division bar channel, removing the top section. Then on the vertical section and down to top of door. The glass channel may be pulled upward, sliding the clips to the window opening for removal, by pulling the channel and raising and lowering the glass at the same time to prevent binding the slide channel.

DOOR CHECK

The door check assembly consists of the door check link and rubber bumper. A shoulder bolt, washer and nut is a service replacement for the rivet used in production.

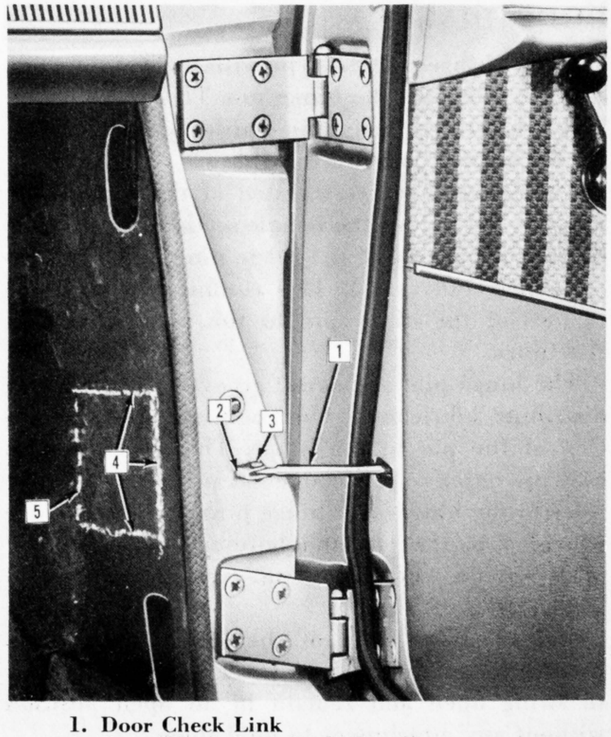
The door check serves to limit the distance of travel of the door when it is opened. It is installed through the door hinge pillar reinforcement and door pillar, then connected to the body hinge pillar bracket with a rivet.

Removal Procedure

Cut flanged section of rivet at bottom of body pillar bracket (Item 2, Fig. 71) and loosen trim panel on door hinge side and bottom.

Remove door check link and rubber bumper assembly through cutout in door inner panel.

NOTE: *When reinstalling use service shoulder bolt, washer and nut instead of rivet.*



1. Door Check Link
2. Door Check Link Body Bracket
3. Door Check to Body Bracket Rivet
4. Cut Panel at Top, Bottom, and Front Lines
5. Bend Cutout Section Back on Dotted Line

FIGURE 71—*Door Check (Front Door Shown).*

Front Door Check Body Bracket

Remove cowl squab.

Cut opening in cowl inner panel four inches wide and six inches long as shown in Figure 71. Cut panel at Item 4, top, bottom, and front. Bend cutout section back on dotted line (Item 5).

Drill four holes in bracket and body pillar, insert four small round head bolts from outside of body pillar through pillar and new bracket using flat washers, lock washers and nuts on inside of pillar.

Bend opening in cowl inner panel back to original position and install cowl squab.

DOOR ALIGNMENT

The proper alignment of the door is determined and maintained by the setting and adjustment of the door hinges. The contour of the door hinge pillar is the exact duplicate of the contour of the body hinge pillar. The correct setting of door hinges on both the door and the body hinge posts should provide a uniform clearance from top to bottom along the hinge pillar. With this established, the top, bottom and lock side of the door should also provide a uniform clearance in relation to the main roof rail, floor sill, and lock pillar of the body.

DOOR HINGES

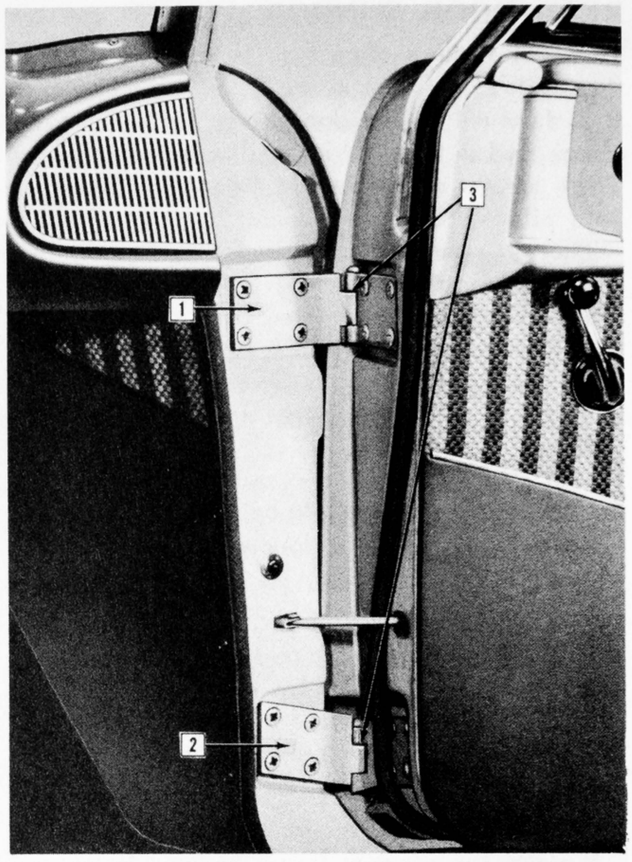
The door hinges are flat type with male and female sections joined at the hinge pin. The male section is fastened to the body hinge pillar and the female section to the door hinge pillar.

The hinge pins are serrated at the top to bite into the top half of the female section of the hinge to prevent turning of the hinge pin when the door is opened and closed. This confines the movable surface of the hinge pin to the male section of the hinge.

The hinge pins are spiral grooved to retain and distribute lubricant to the complete movable section of the pin in the hinge. This also provides easy operation of the doors and prevents excessive wear to the hinges and hinge pins. Oil grooves are provided in the top and bottom surfaces of the male section whereby oil may be applied (Item 3, Fig. 72).

The angular design of the hinges incorporate vertical hinge pin alignment, yet permits the doors to swing open and remain in an open position without any attachment to hold them.

This prevents the doors automatically closing, against people entering the car, and only requires a door check to limit the travel of the door to a full open position.



1. Upper Hinge
2. Lower Hinge
3. Oil Grooves

FIGURE 72—*Door Hinges (Right Front Door Shown).*

Hinge Adjustment

The hinges are only adjustable to the body. The body hinge pillars have tapped movable plates that are encased in the body pillars. This permits movement of the hinges up or down, in or out to effect proper door alignment. The hinges are not adjustable to the door.

To move the door forward or back in the opening, it may be necessary to shim behind the hinges.

Bending hinges should be avoided if possible, particularly the practice of inserting a hammer between the door and body at the hinge then closing the door. This may distort the hinge pillars instead of spreading the hinges. Hinges that have been spread excessively should be removed and inserted in a vise for straightening.

NOTE: *After making any adjustment on the hinges or alignment of the door, the combination lock striker on the body lock pillar should be adjusted.*

Maintenance

Keep all hinge screws tight on the door and body. Two types of screws may be used in door hinges,

either Phillips, or Reed and Prince type. Use the proper screw driver to eliminate damage to the screw heads and insure proper tightening.

Lubrication

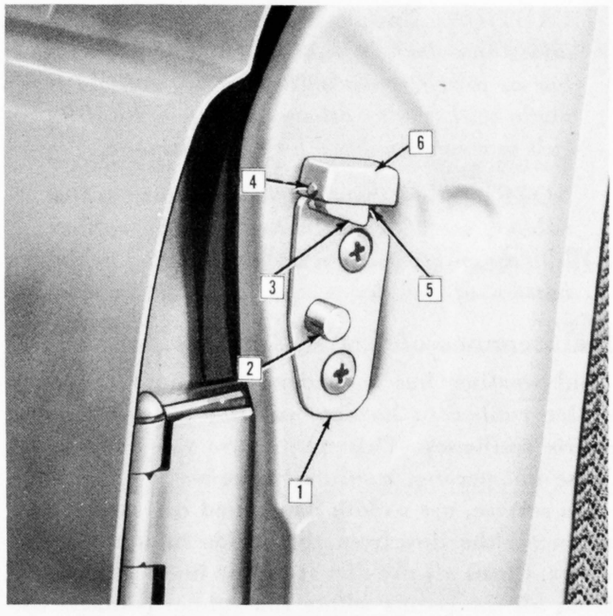
Light oil may be applied to the oil grooves on the male section of the hinge or the hinge pin removed and lubriplate applied to the pin and hinge pin opening.

DOOR LOCK STRIKER ASSEMBLY

The door lock striker serves a dual purpose, it keeps the door lock in a latched position to the body and serves as a female dovetail preventing the door from moving up and down (Fig. 73).

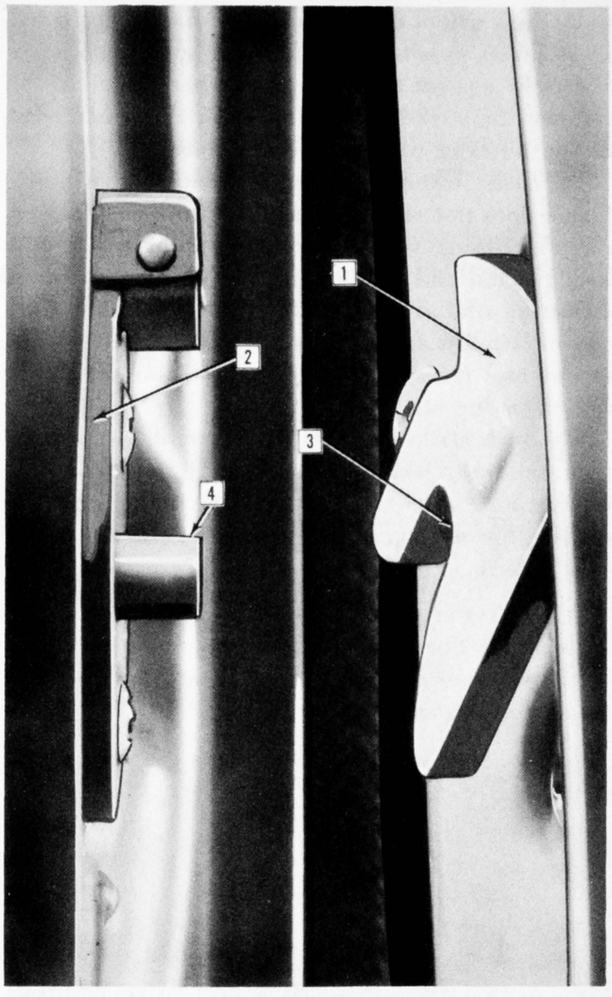
The latch pin (Item 2, Fig. 73) engages the forked section of the lock outside latch (Item 1, Fig. 74) and as the door is completely closed, the latch revolves forcing the top surface under the upper wedge on the striker.

The upper wedge on the striker is tapered. It moves in and out under spring tension when closing and opening the door. This movement allows a constant bearing for the top surface of the latch without binding during the movement of the door when closing and opening. When the door is completely closed and the lock latch has revolved to a vertical position, the wedge seats itself firmly against the top surface of the lock latch eliminating any up and down movement.



1. Door Lock Striker Assembly
2. Latch Pin
3. Wedge
4. Wedge Pin
5. Wedge Spring
6. Wedge Housing

FIGURE 73—*Door Lock Striker Assembly (Right Side Shown).*



1. Lock Outside Latch
2. Lock Striker
3. Top of Forked Section of Lock Outside Latch
4. Top of Striker Latch Pin

FIGURE 74—*Lock Striker Latch Pin Engaging Forked Section of Lock Outside Latch.*

Adjustment of Striker Plate

The body pillars are provided with a tapped movable lock plate that is encased in the pillar which permits movement of the striker plate up or down, in or out (Fig. 75).

The striker plate should be adjusted so the top of the forked section of the lock outside latch (Item 3, Fig. 74) will rest on the top of the striker latch pin (Item 4, Fig. 74).

When the door is closed at this setting, the door will not move up or down, in the opening as it is being closed.

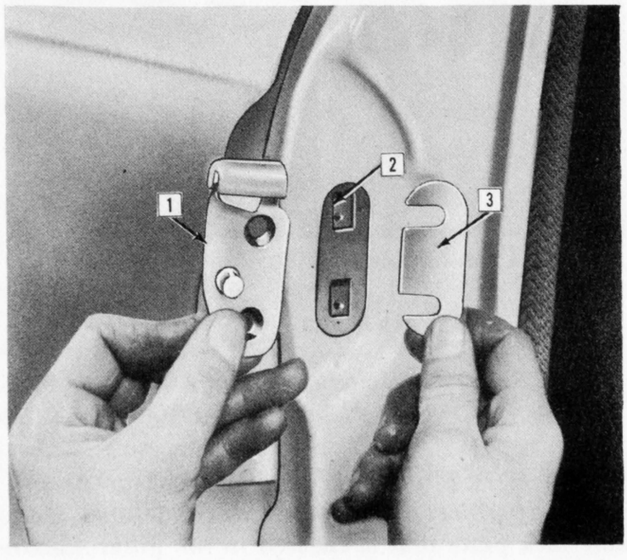
The striker plate should be moved toward the inside of the body as far as possible and still permit latching the door without excessive pressure or slamming. This will compress the door sealer rubber sufficiently to eliminate any door noise or movement in the door. It will also create sufficient sealing to prevent drafts or wind noise.

In cases where the striker plate has been moved in as far as possible and the door sealer rubber is not tight against the body, it is then necessary to remove the striker plate and ream the inner edge of the holes in the body lock pillar.

In cases where only the aluminum window frame does not seal tight against the body, loosen screws holding window frame to door hinge and lock pillars, and remove the division bar channel adjusting stud at bottom of division bar. Then pull top of window frame in toward body and tighten screws and reinstall and adjust division bar channel adjusting stud.

The lock striker should also extend far enough from the body lock pillar to permit the full width of the lock latch to bear on the latch pin. To obtain this setting, install steel shims back of the lock striker (Fig. 75).

CAUTION: *Never hit or try to bend either unit on the striker or lock to bring them into proper alignment. Units that have been damaged should be replaced.*



1. Striker Plate Assembly
2. Striker Adjustable Lock Plate
3. Striker Shim

FIGURE 75—*Adjustment of Striker Plate.*

Lubrication

Lubriplate should be inserted into the wedge housing for easy operation of the wedge top against the housing and also on the wedge pin.

A light film of lubriplate should be applied to the bottom of the wedge on top of the lock latch.

NOTE: *When adjusting lock strikers, the door must be opened and closed to check for proper adjustment. Always lower the glass to prevent the body becoming air bound so that the proper adjustment may be obtained.*

In winter be sure the sealer rubbers are soft before adjusting lock striker or door. Refer to maintenance of door sealer rubbers.

DOOR SEALER RUBBERS

The door sealer rubbers are of a sponge rubber with a skin over the complete exterior. Their purpose is to seal around the door at all points of contact with the body. These sealer rubbers are cemented to the door flanges with rubber cement.

Should it become necessary to replace any of the door sealer rubbers, follow the replacement installation procedure below.

Sealer Rubber Replacement

Replacement door sealer rubbers are coated with graphite or powder to prevent stickiness while being carried in parts stock.

Remove all graphite or powder with a cloth dampened in gasoline.

Remove all old rubber from door and clean thoroughly. Then apply a thin coat of Nash black rubber cement to the door pillar and flange.

Apply thin coat of black rubber cement to sealer rubber on both sides which contact door flange and door pillar. Allow cement to dry to "tacky" condition before installing rubber seal onto door flange.

CAUTION: *Do not stretch rubber. Do not allow any slack in rubber. Hold sealer rubber in proper position before any contact is made with door; otherwise it will be difficult to remove rubber for readjustment.*

NOTE: *When installing the bottom sealer rubber, see that the cutouts in the rubber line up with the drain hole embossing in the bottom of the doors.*

Maintenance of Sealer Rubbers

Cold weather has a tendency to cause the door sealer rubber to harden, causing it to lose some of its resiliency. This may cause the door to be loose in opening, resulting in noise.

In service, use a cloth dampened in gasoline and clean all the dirt from the sealer rubbers on the doors. Clean all the dirt from the body pillars and from all the points where the rubber contacts the body. Now apply a good rubber softener solution to the sealing rubber. In some cases, where rubber is dry, a second application of rubber softener may be necessary to obtain desired results.

CAUTION: *Do not use graphite, brake fluid or any wax on sealer rubbers.*

DOOR TRIM, HARDWARE AND GLASS
("Ambassador" and "Statesman" Series)

DOOR SILL MAT

The door sill mats serve as a step plate and a seal for the bottom of the door. They are moulded rubber with corrugations on the top surface, plug buttons on the bottom surface and clips on the inner and outer edges, all moulded into one unit.

The inner edge of the sill mat has a hook type lip which hooks to the flange joint of the side sill and body floor. The outer edge of the sill mat has a lip that extends below the top edge of the side sill to which the door sealer rubber seals against.

The center section of the mat has rubber projections which extend about one half inch below the bottom surface of the mat. These serve as plug buttons to hold the center section to the side sill when they are inserted into the fastening holes in the top surface of the side sill.

At each plug button a one quarter inch hole is provided in the top surface of the mat. These holes are used to install and remove the plug buttons from the side sill.

Removal Procedure

Release the inside edge of the sill mat hooked section from the flange of the body.

Insert a one quarter inch diameter blunt drift in the end plug button hole pushing down on the drift to stretch the plug button to release it from the side sill and at the same time lift the sill mat upward removing the plug button section from the hole in the sill panel.

Perform the same operation at each plug button until all are released from the side sill.

NOTE: *To install, apply a thin film of lubriplate or soap water on each plug button projection. Then reverse removal procedure.*

DOOR MOULDINGS AND ATTACHING CLIPS

The door belt moulding has a plain crown. The door lower moulding has a creased crown. Both mouldings are stainless steel and are fastened to the door outer panel with clips.

Two types of clips are used, Figure 76 illustrates the clip used to fasten the door lower moulding.

A similar type clip, smaller in size and provided with rubber seal is used to fasten the belt mouldings to the door.

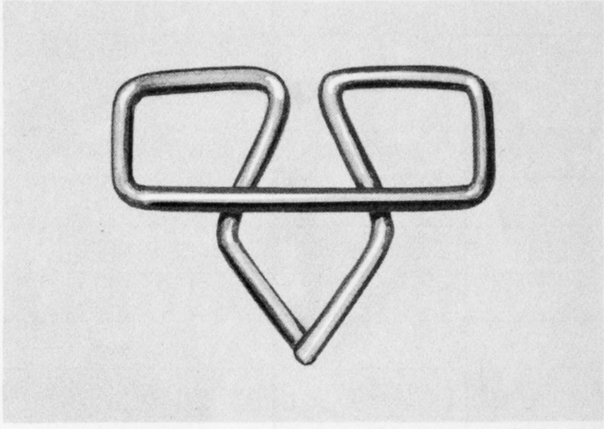


FIGURE 76—*Moulding Clip (Door Lower Moulding Only).*

Both types of clips are inserted into the channel section of the moulding, then when the moulding is installed to the door they are spaced in the moulding to line up with the holes in the door. Then by pushing the moulding in at each clip, they are forced through the holes in the door.

To remove these mouldings, insert a small screw driver under the end of the moulding and carefully pry moulding with clip from door.

TECHNICAL SERVICE LETTER REFERENCE

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TECHNICAL SERVICE LETTER REFERENCE

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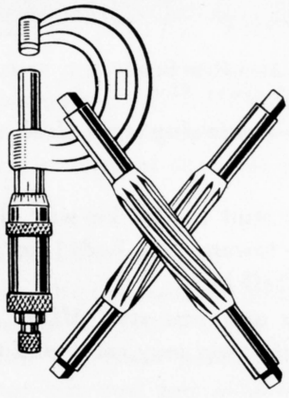
TECHNICAL SERVICE MANUAL



"AMBASSADOR" AND "STATESMAN" SERIES

REAR QUARTER TRIM, HARDWARE AND GLASS

ARM REST 2

TRIM PANELS 3

WINDOW REGULATOR PANEL AND GLASS ASSEMBLY

Removal 3

Window Regulator Removal 4

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WINDOW FRAME AND GLASS SLIDE CHANNEL 6

SERVICE LETTER REFERENCE 6

REAR QUARTER TRIM, HARDWARE AND GLASS

REAR QUARTER TRIM, HARDWARE AND GLASS

("AMBASSADOR" AND "STATESMAN" SERIES)

REAR QUARTER ARM REST

There are two types of arm rests used, a pull type and a custom type.

The two-door model arm rest is mounted on the rear quarter trim panel.

The four door models have the arm rest mounted on the rear door. (Procedure outlined in Door Trim, Hardware and Glass Section.)

Custom Type Arm Rest
Two Door Models

The arm rest metal bracket to which the rubber pad upholstery and chrome bead trim is applied has one grooved stud for anchoring and locating the upper part of the arm rest to the rear quarter panel.

The lower and rear section of the arm rest overlay is fastened to the rear quarter panel by sheet metal screws and bushings visible when when the cushion and back are removed.

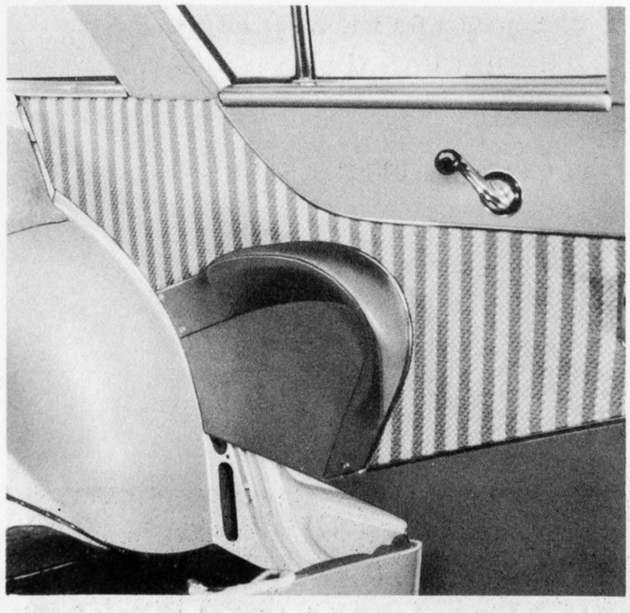
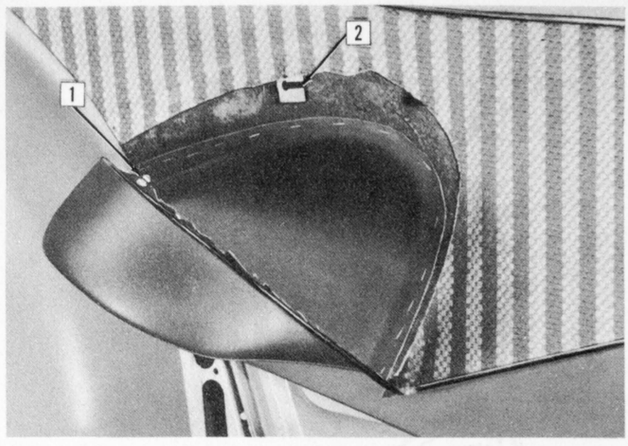


FIGURE 1—*Rear Quarter Arm Rest (Custom Two Door).*

Removal Procedure

Remove the rear seat back and cushion assemblies. Then remove the screws holding the arm rest to the rear quarter panel.

Slide the arm rest toward the rear to disengage the arm rest stud from the large end of the keyway slot (Fig. 2).



1. Arm Rest Stud
2. Keyway Slot

FIGURE 2—*Removing Arm Rest.*

Installation

Insert the arm rest stud in the keyway slot and push the arm rest toward the body lock pillar approximately one half inch.

CAUTION: *The arm rest stud MUST engage the slot or the stud may catch and tear the upholstery.*

Insert the screws and fasten the arm rest to the rear quarter panel.

Pull Type Arm Rest
Two Door Super Models

The arm rest bracket to which the rubber pad, upholstery, and plastic base is applied, has two small grooved studs. When the arm rest is installed, these studs provide an upper anchorage for the arm rest.

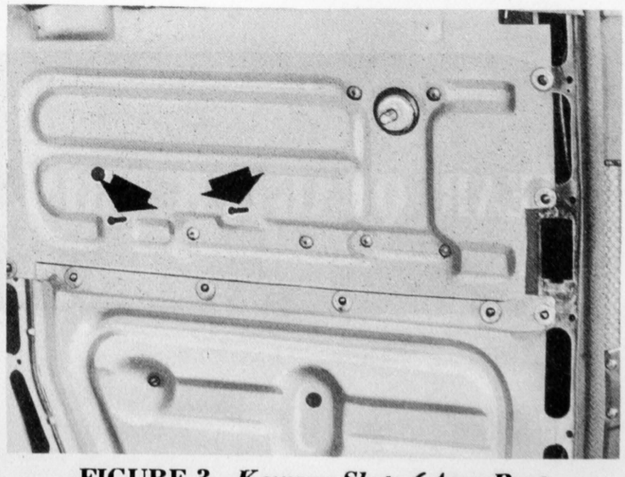


FIGURE 3—*Keyway Slots (Arm Rest Mounting).*

REAR QUARTER TRIM, HARDWARE AND GLASS
("Ambassador" And "Statesman" Series)

Removal Procedure

Remove the two screws at the bottom of the arm rest to rear quarter panel.

Push the arm rest toward the rear. This will slide the arm rest studs to the large end of the keyway slots and disengage the studs from the quarter panel (Fig. 3).

Installation

Insert the studs into the keyway slots and push the arm rest toward the front.

CAUTION: *The arm rest studs MUST engage the slots or the studs may tear the upholstery.*

Apply lubriplate in the grooves of the studs to prevent metal to metal noise.

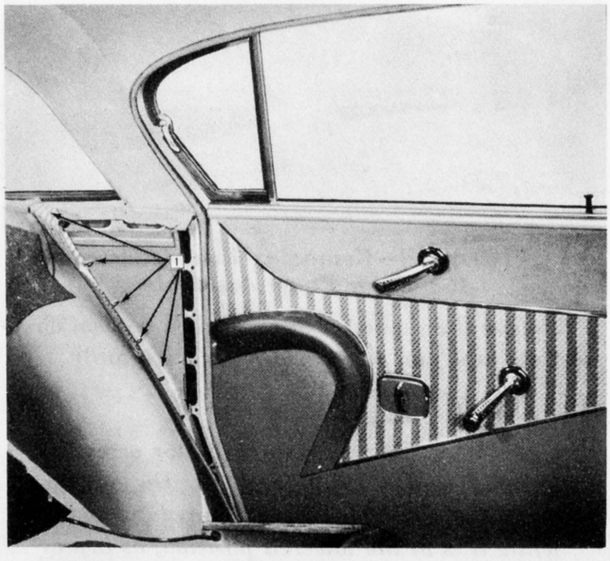
REAR QUARTER TRIM PANEL

The rear quarter trim panel assembly is fastened to the rear quarter by snap-in clips which are inserted in holes down the body lock pillar and at the upper edge of the trim panel at the rear window line.

Removal Procedure

Remove the rear seat cushion and back assemblies.

Remove the rear window lower finish moulding. On the two door models also remove the rear quarter arm rest and window regulator handle.



1. Trim Panel and Clips

FIGURE 4—*Removing Rear Quarter Trim Panel.*

With a trim pad depressor pry the panel clips out of the holes at the body lock pillar and at the upper rear edge of the panel at the rear window line.

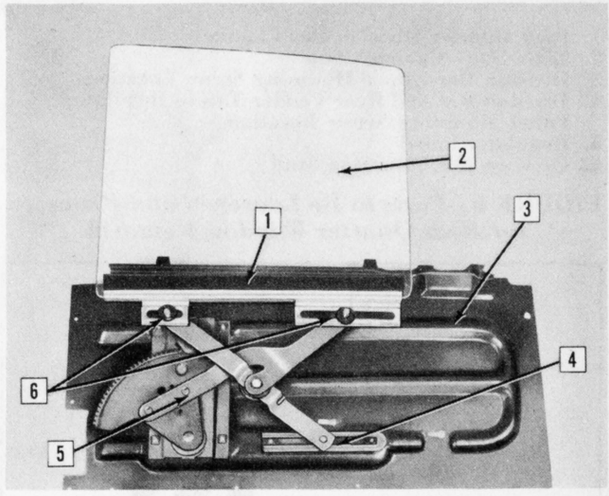
On the two door models push the trim panel down to release it from the recess in the rear quarter window finish moulding.

REAR QUARTER WINDOW REGULATOR PANEL AND GLASS ASSEMBLY

Two Door Models Only

The rear quarter window consists of a stationary glass (which has the appearance of a door ventilator glass), and the rear quarter adjustable glass.

The rear quarter regulator and glass assembly as shown in Figure 5 must be removed as a complete unit with the regulator panel.



1. Glass to Bottom Channel Sealer and Setting Channel Rubber
2. Rear Quarter Glass
3. Regulator Panel
4. Regulator Cross Arm Slide
5. Regulator and Cross Arm Assembly
6. Regulator Arms to Glass Bottom Channel Retainers

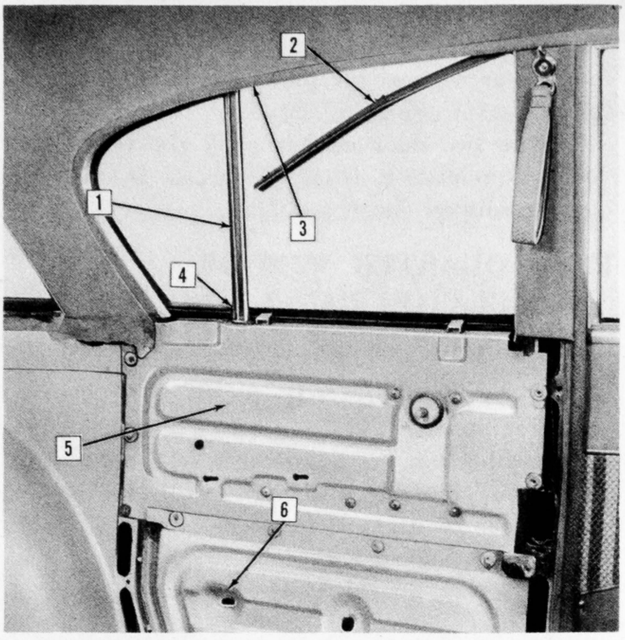
FIGURE 5—*Rear Quarter Glass and Regulator Assembly.*

Removal Procedure

Remove the rear seat cushion and back assemblies.

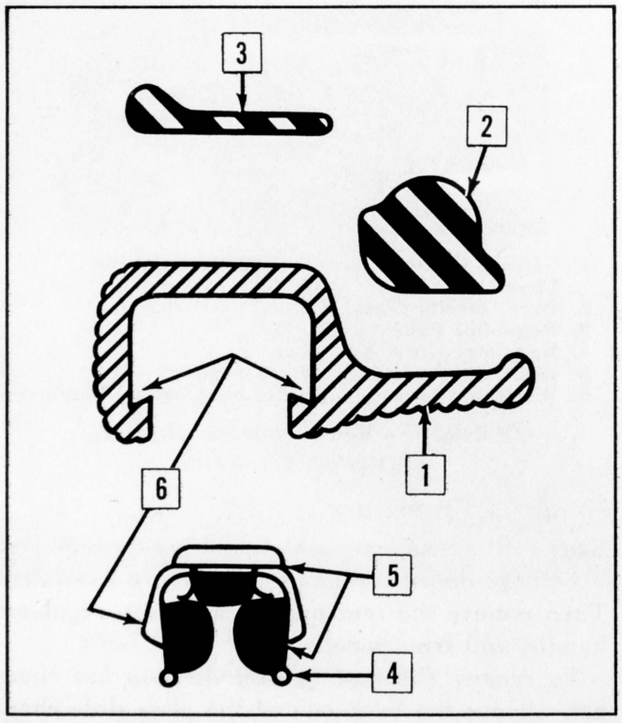
Remove the rear window lower finish moulding. Then remove the rear quarter arm rest, regulator handle, and trim panel.

To remove the rear quarter division bar channel, remove the back end of the glass slide channel (Fig. 6) from the rear quarter window frame which will expose the division bar upper fastening screws. The glass slide channel has clips clinched to it, which snap into the clip retaining grooves of the aluminum window frame (Fig. 7). Remove the division bar to regulator panel screws and the rear fender tab to regulator panel screw (Fig. 6).



1. Rear Quarter Division Bar Channel
2. Glass Slide Channel Top
3. Division Bar Upper Mounting Screw Locations
4. Division Bar and Rear Fender Tab to Regulator Panel Mounting Screw Location
5. Regulator Panel
6. Division Bar Mounting Stud

FIGURE 6—*Parts to Be Loosened and Removed for Rear Quarter Window Removal.*



1. Rear Quarter Window Frame
2. Sealer Rubber (Inner)
3. Sealer Rubber (Outer)
4. Glass Slide Channel
5. Retaining Clip (Clinched to Glass Slide Channel)
6. Glass Channel Clips and Retaining Grooves in Window Frame

FIGURE 7—*Exploded Cross Section View Rear Quarter Window Frame and Attaching Parts.*

Remove all regulator panel to side quarter mounting screws.

Push the upper end of the division bar toward the front to release the division bar from the window frame. Pull the glass and regulator panel in slightly and with a twisting action. The bar can be removed from the lower corner of the stationary glass as shown in Figure 8.

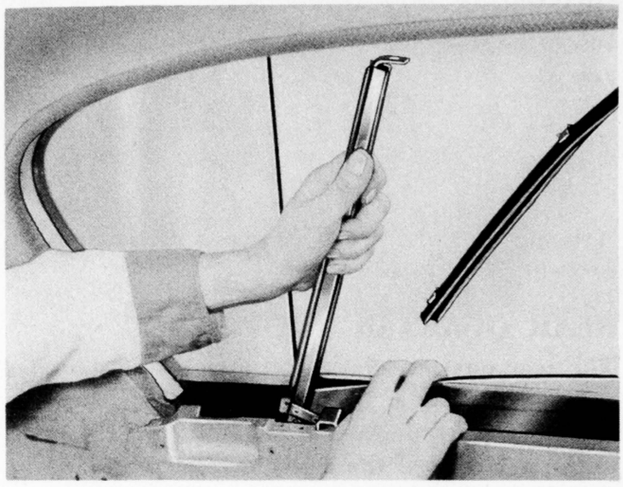


FIGURE 8—*Removing Division Bar Channel.*

Then remove the rear quarter regulator panel and glass assembly from the body (Fig. 9).

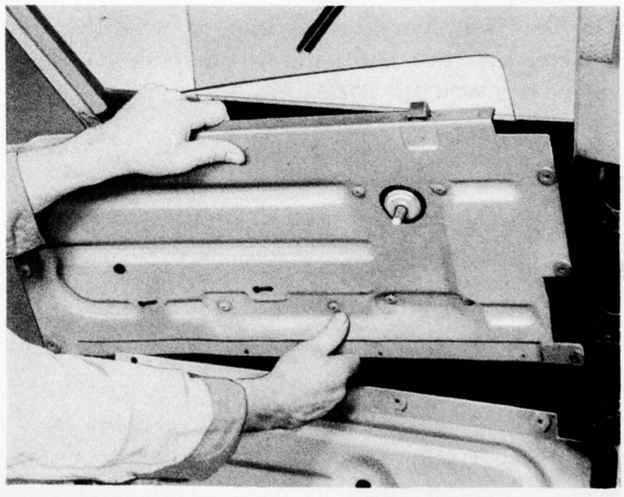


FIGURE 9—*Removing Rear Quarter Regulator Panel Assembly.*

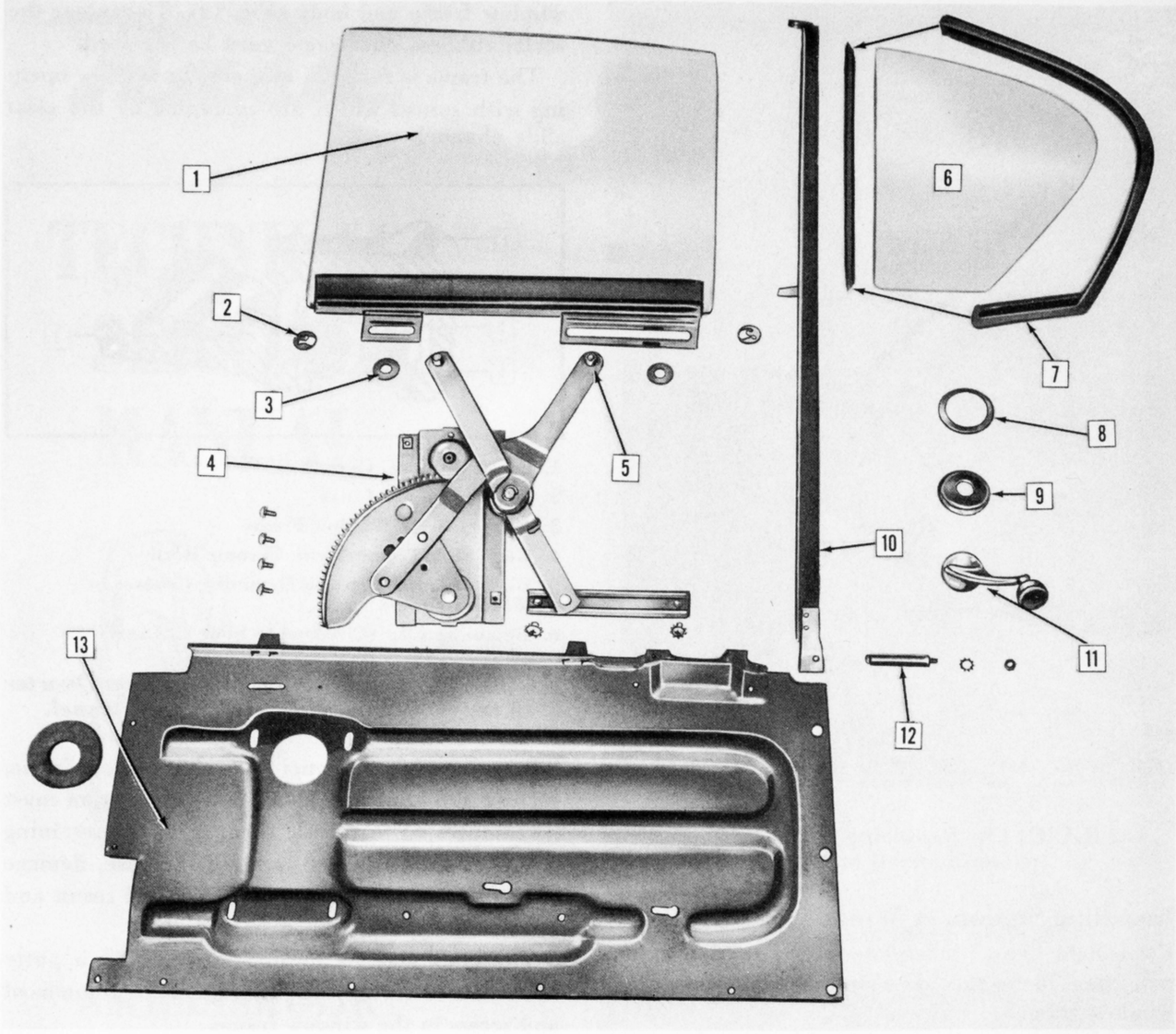
Remove the regulator arms to glass bottom channel retainers and remove the glass assembly.

Window Regulator Removal

CAUTION: *The window regulator arms are lowered under spring tension. Do not remove the regulator from the regulator panel while it is in the lowered position, as injury may result.*

Raise the regulator arms as shown in Figure 10, before removing the screws holding the regulator

REAR QUARTER TRIM, HARDWARE AND GLASS
("Ambassador" and "Statesman" Series)



1. Rear Quarter Glass Assembly
2. Regulator to Glass Bottom Channel Retainer
3. Regulator to Glass Bottom Channel Fibre Washer
4. Regulator
5. Regulator Arm Stud and Spring Washer
6. Stationary Glass
7. Weatherstrip Front and Back (Moulded into One Unit)
8. Escutcheon Base
9. Escutcheon
10. Division Bar Channel
11. Regulator Handle
12. Division Bar Channel Adjusting Stud
13. Regulator Mounting Panel

FIGURE 10—*Rear Quarter Window Regulator and Glass Assembly.*

to the panel. The spring tension is released with the arms in the raised position.

NOTE: *Upon installation, assemble the regulator to the panel, then the glass to the regulator arms. Be certain the spring washer and fibre washer are on the regulator arm studs before installation to the glass bottom channel.*

Lubricate all moving parts with lubriplate before installation into the car.

REAR QUARTER STATIONARY WINDOW

Two Door Models

The stationary window is set into a rubber channel which in turn is set into the aluminum window frame.

With the rear quarter glass and regulator panel assembly removed, the stationary glass can be pried out of the window frame as shown in Figure 11 (end of screw driver must contact rubber channel).

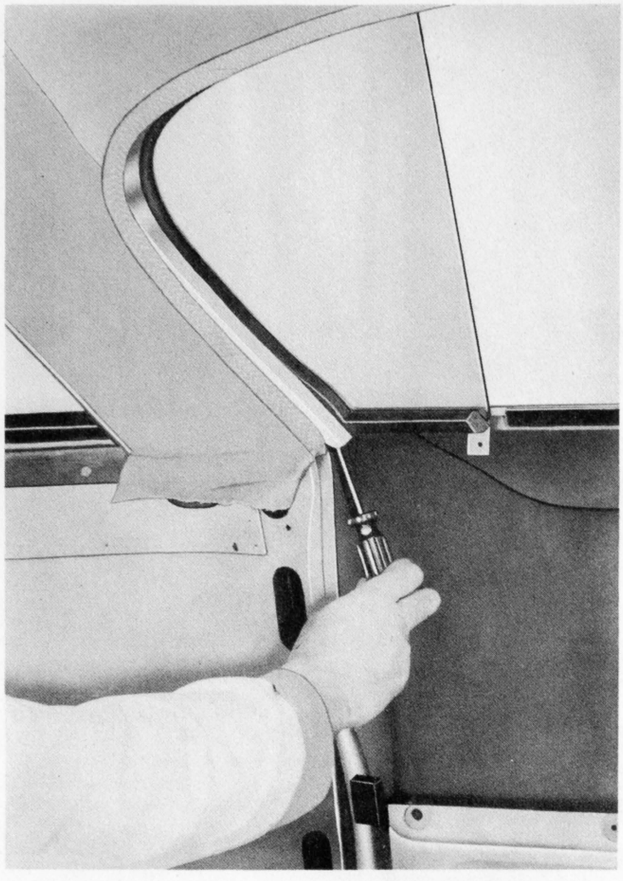


FIGURE 11—*Removing Rear Quarter Stationary Window.*

Installing Stationary Window

Use a light film of lubriplate on the rubber channel, then force the glass and channel into the window frame.

A soft rubber mallet can be used to tap the glass into proper position.

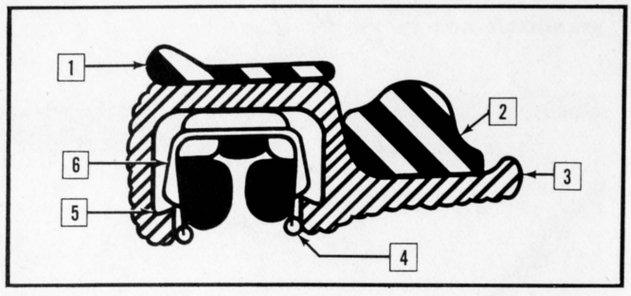
REAR QUARTER WINDOW FRAME AND GLASS SLIDE CHANNEL

Two Door Models

The aluminum rear quarter window frame is provided with inner and outer sealer rubbers.

They are cemented to the top surface of the frame which provides a double seal between the window frame and body (Fig. 12). To replace the sealer rubbers, the frame must be removed.

The frame is fastened to the body window opening with screws which are concealed by the glass slide channel.



1. Sealer Rubber, Outer
2. Sealer Rubber, Inner
3. Rear Quarter Window Frame
4. Glass Slide Channel with Chrome Bead
5. Glass Channel Clip and Retaining Grooves in Window Frame
6. Retaining Clip (Clinched to Slide Channel)

FIGURE 12—*Cross Section View of Rear Quarter Window Frame and Glass Slide Channel.*

To remove the channel from the window frame, each of the clips at the top and side section must be compressed to release them from the retaining grooves of the window frame. Otherwise, damage to the glass slide channel and clips will result and a new slide channel must be installed.

The clips may be located by inserting a putty knife blade between the slide channel chrome bead and recess in the window frame.

When the clip is located, insert another putty knife under the clip. Pry it against the slide channel to release it from the groove, then down to remove the channel and clip from the window frame. Start the operation at the division bar and remove the top section. Then on the vertical section down to the belt line. Then pull the slide channel upward and remove each clip until all clips and the channel is removed.

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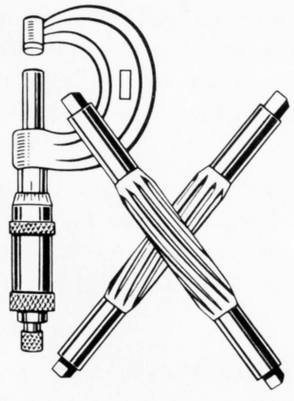


"AMBASSADOR" AND "STATESMAN" SERIES

DECK COVER WEATHERSTRIP AND HARDWARE

REAR DECK COVER 2

SEALER RUBBER 2

HINGES 3

HANDLE 3

LOCK

Lock Striker Adjustment 4

KEY LOCK 5

SERVICE LETTER REFERENCE 5

DECK COVER WEATHERSTRIP AND HARDWARE

DECK COVER—WEATHERSTRIP AND HARDWARE

("AMBASSADOR" AND "STATESMAN" SERIES)

REAR DECK COVER

The rear deck cover consists of an inner and outer panel flanged and spot welded together around the outer edge. The complete assembly without hardware is available for service in a prime coat of paint.

REAR DECK DRAIN TROUGH

The inner flange of the drain trough is formed in the upper and lower panel of the deck opening and side quarter panels.

The rear fender flange welded to the side quarter panel forms the outer wall along the sides of the deck opening.

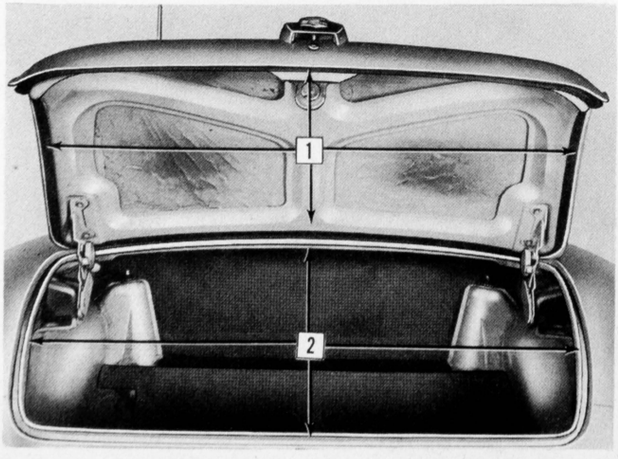
The four corners of the rear deck opening must be sealed with body sealer, under the drain trough, along each seam. The sealer rubber must contact the inner flange of the drain trough when the cover is closed.

SEALER RUBBER

The sealer rubbers are sponge rubber with a non-porous rubber skin over the complete exterior. Their purpose is to seal around the deck cover.

The sealer rubbers are one piece, cemented to the deck cover, joining at the lower center of the deck cover.

The sealer rubber must contact the inner flange of the drain trough at all points when the cover is closed.



1. Rear Deck Cover Sealer Rubber
2. Drain Trough

FIGURE 1—*Rear Deck Cover Drain Trough and Sealer Rubber.*

Replacement of Sealer Rubber

Replacement sealer rubbers are coated with graphite or powder to prevent sticking while in parts stock.

Should it become necessary to replace these sealer rubbers, the following precautions should be observed.

Remove all graphite or powder (use a cloth dampened in gasoline).

Remove old rubber and cement from deck cover.

Apply a thin coat of Nash Black Rubber cement to the deck cover where the sealer is to be attached. Then apply a thin coat of cement to the sealer rubber. Allow the cement to dry to a "tacky" condition before installing the rubber to the deck cover.

Apply chalk to the inner flange of the deck drain trough, and close the cover to see that the sealer rubber is in proper position to contact the inner flange and form a perfect seal.

Sealer Rubber Maintenance

Cold weather has a tendency to cause the sealer rubbers to harden. Warm weather sets up a dryness in the lips of the sponge rubber causing them to crack if they are not properly maintained.

These parts are constantly exposed to dust particles that may contain salt, calcium chloride, and coal ash all of which combined with dampness and atmospheric changes set up a chemical reaction in these dust particles that attack the sponge rubber. In some cases, the rubber expels a white chalky substance.

These combined conditions attack the paint on the body as well as the flange of the deck cover it contacts.

To prevent unnecessary deterioration of the paint and rubber, brush all foreign matter and dust particles from the rubber. Then use a cloth dampened in gasoline to clean all corrosion from the rubbers and the flanges which they contact. The rubbers should be treated with a good rubber softener solution. In some cases when the rubber is dry, a second application of rubber softener may be necessary to obtain the desired results.

CAUTION: *Do not use graphite, brake fluid, or any wax on sealer rubbers.*

DECK COVER — WEATHERSTRIP AND HARDWARE
("Ambassador" and "Statesman" Series)

REAR DECK COVER HINGES

The rear deck cover interior hinges have double arms that are gear synchronized with a counterbalance spring. This provides for easy operation of the deck cover as well as holding the cover in the raised position.

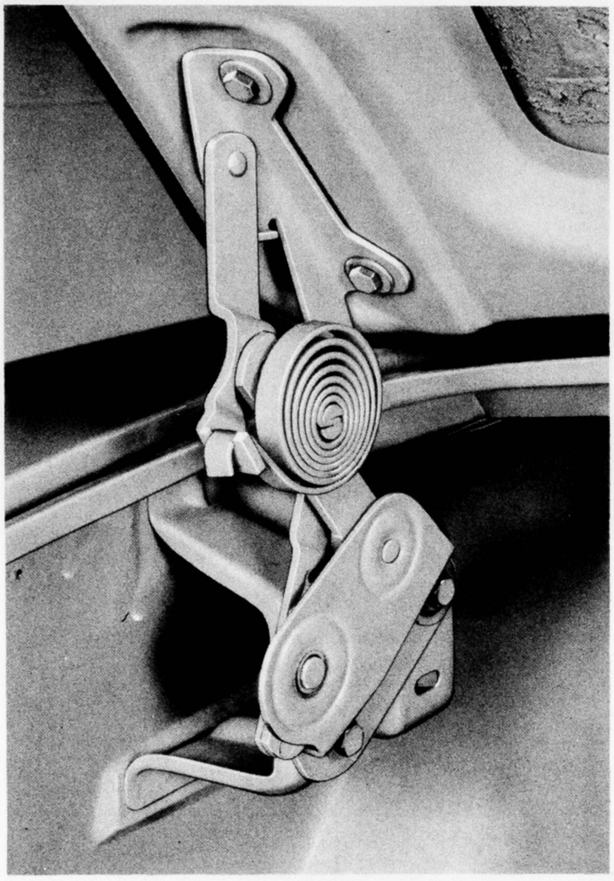


FIGURE 2—*Deck Cover Hinge.*

To prevent possible damage to body or cover finish, place a pad between the body and top edge of cover prior to hinge or cover removal.

Adjustment

The rear deck cover must be adjusted so that the cover is flush with the body panels. It must also be spaced in the deck opening to have equal clearance on both sides when in the closed position. Elongated holes are provided in the hinges for adjustment.

Loosen the cover hinge screws and move the cover up, down, or sideways to center it in the opening.

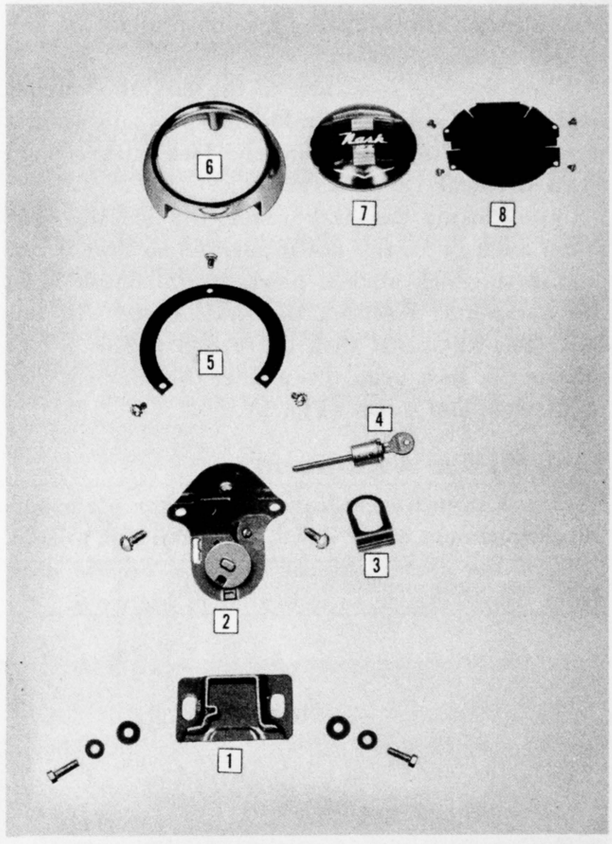
To adjust the cover so the sealer rubber will close more tightly on the inner flange of the rear deck drain trough, loosen the body hinge screws and move the hinges down on the body. Raise the hinges if the cover is too tight.

NOTE: *It may be necessary to increase the size of the holes in the hinges to make these adjustments.*

DECK COVER HANDLE (MEDALLION BEZEL)

The deck cover handle (medallion bezel) is a casting with an opening at the bottom which serves as a handle to lift the deck cover.

It is fastened to the cover by self tapping Phillips head screws accessible from the inside of the deck cover. The medallion can be removed from the handle by removing the retaining plate.

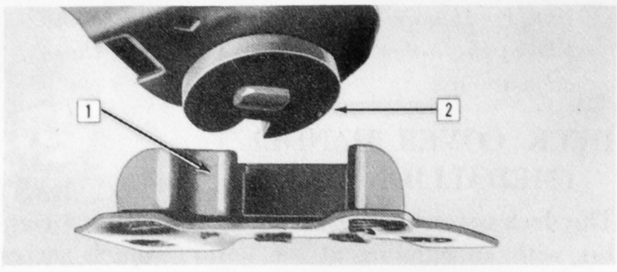


1. Lock Striker
2. Deck Lock
3. Cylinder Lock Retainer Spring
4. Cylinder Lock
5. Medallion Bezel Gasket
6. Medallion Bezel
7. Medallion
8. Plate Retainer

FIGURE 3—*Deck Cover Lock and Handle.*

DECK COVER LOCK

The deck cover lock is self locking upon closing the cover. The locking gear engages the locking pawl of the striker and turns to the left to lock (Fig. 4). It is held in the locked position by a ratchet on the lock which is riveted to the locking gear shaft.



1. Locking Pawl and Striker
2. Locking Gear and Lock

FIGURE 4—*Engagement of Rear Deck Lock and Striker.*

To open the deck cover, turn the key to the left and raise the cover. Spring tension returns the key to the vertical position.

When the key is turned to the left, the ratchet holding pawl releases the locking gear allowing it to turn and disengage from the lock striker pawl when the deck cover is raised.

Upon closing the deck cover, the locking gear notch must be in the down position so that it can engage the lock striker pawl. If the notch is in the horizontal position, the deck cover will not lock. The key must then be turned to the left to release the lock gear. Then turn the locking gear to the left and down (Fig. 5).

Lock Striker Adjustment

Enlarged mounting holes in the striker plate permits adjustment up or down, and from side to side.

Mark the center line of the lock on the deck drain trough flange as indicated in Figure 6.

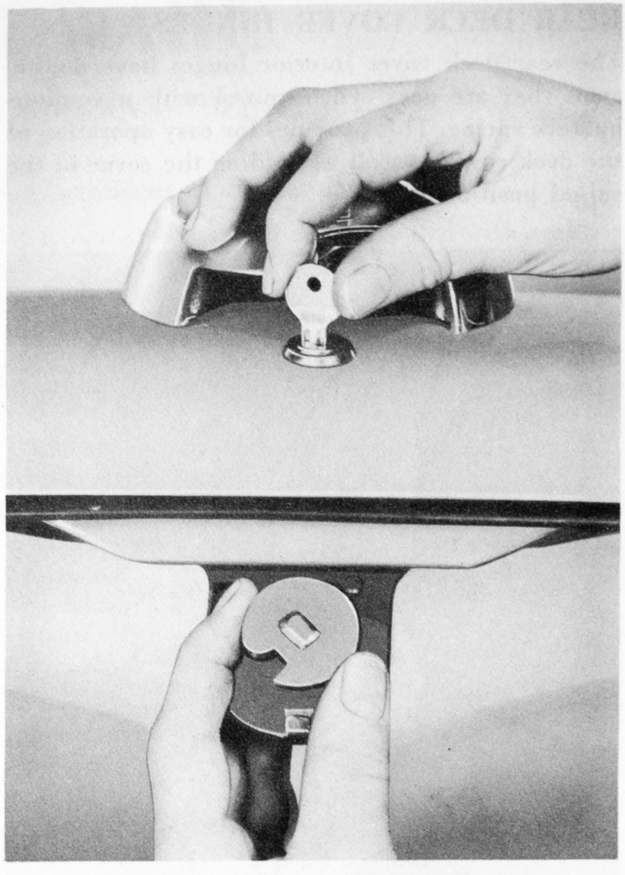


FIGURE 5—*Deck Lock Gear in Proper Position for Locking.*

Then determine the center line of the lock striker and align the striker center line with the center line of the lock (marked on deck drain trough flange) Figure 7.

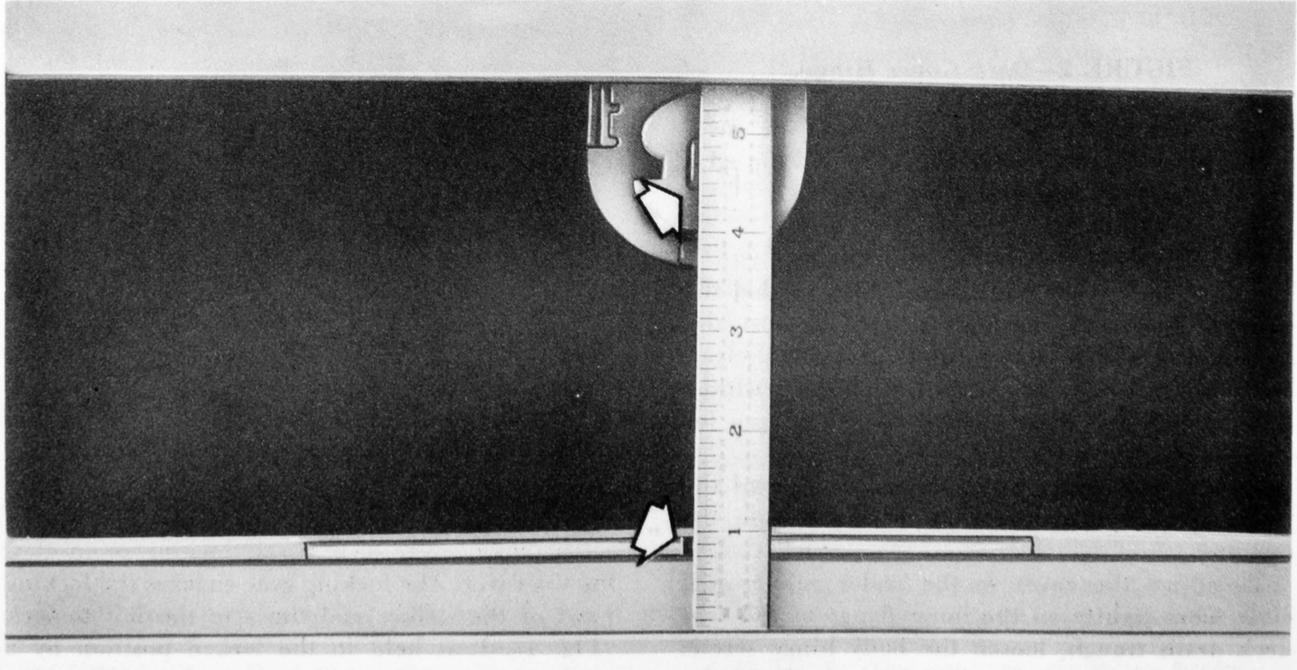
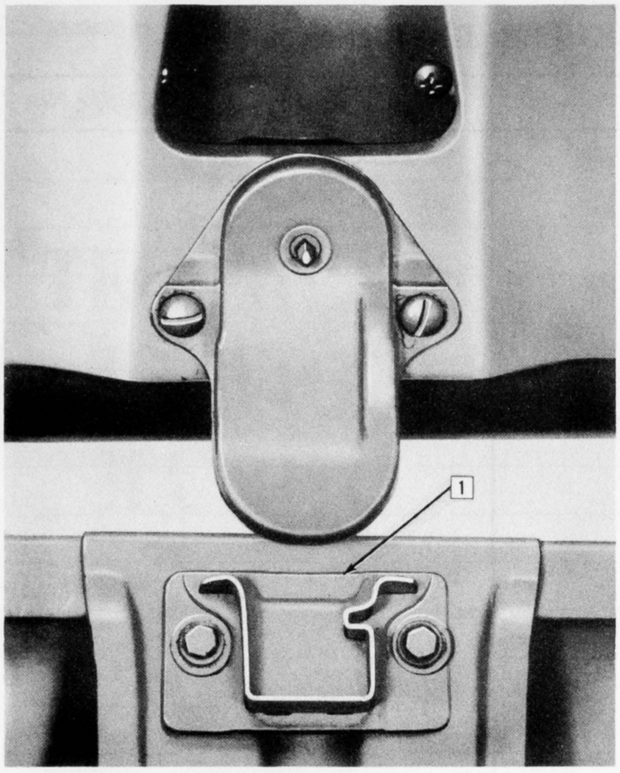


FIGURE 6—*Center Line of Lock Marked on Drain Trough Flange.*

DECK COVER — WEATHERSTRIP AND HARDWARE

("Ambassador" and "Statesman" Series)



1. Center Line of Lock and Striker

FIGURE 7—*Striker Alignment.*

DECK COVER KEY LOCK

The key lock is fastened to the deck cover by a retainer spring. This retainer spring fits into a groove at the top and bottom of the key lock cylinder holding it, by spring tension, to the outer panel of the deck cover (Fig. 3).

Lubrication

The lock cylinder should be cleaned and lubricated before installation. Alcohol or benzol can be used. Blow out with air hose. Finely powdered graphite is recommended as a lubricant.

The lock cylinder can be removed for cleaning and lubrication after the lock is removed from the deck cover by turning the cylinder, with the key, to the left as far as possible.

Installation

The key lock cylinder must be turned to the right as far as possible.

Insert key lock through the deck panel and retaining spring.

Then line up the locating boss with the notch in lock hole in the deck cover and insert the key lock shaft in the deck lock.

Slide the lock retaining spring in place.

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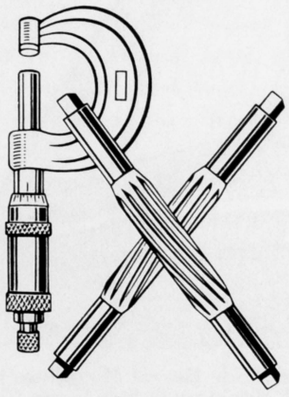

"AMBASSADOR" AND "STATESMAN" SERIES

WINDSHIELD—REAR WINDOW—WINDSHIELD WIPER

WINDSHIELD ASSEMBLY

Removal 3

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REAR WINDOW ASSEMBLY

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WINDSHIELD-REAR WINDOW -WINDSHIELD WIPER

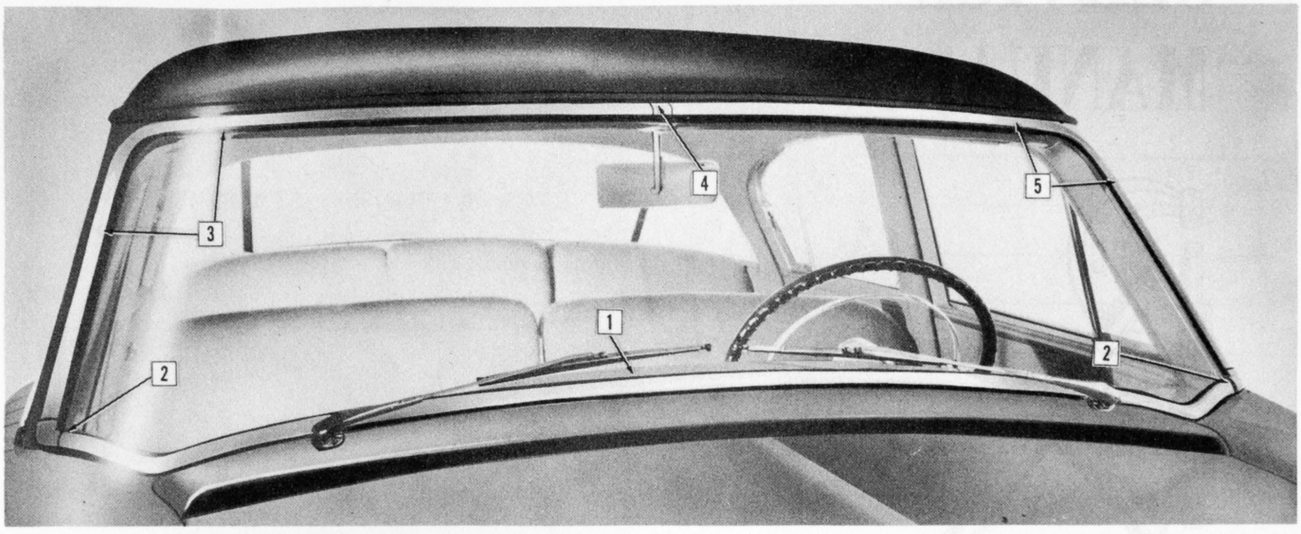
("AMBASSADOR" AND "STATESMAN" SERIES)

WINDSHIELD ASSEMBLY

The curved windshield is one piece bent Duplate glass. It is set into the body from the outside as an assembly. This assembly consists of glass, channel rubber, stainless steel reveal mouldings and cover clips.

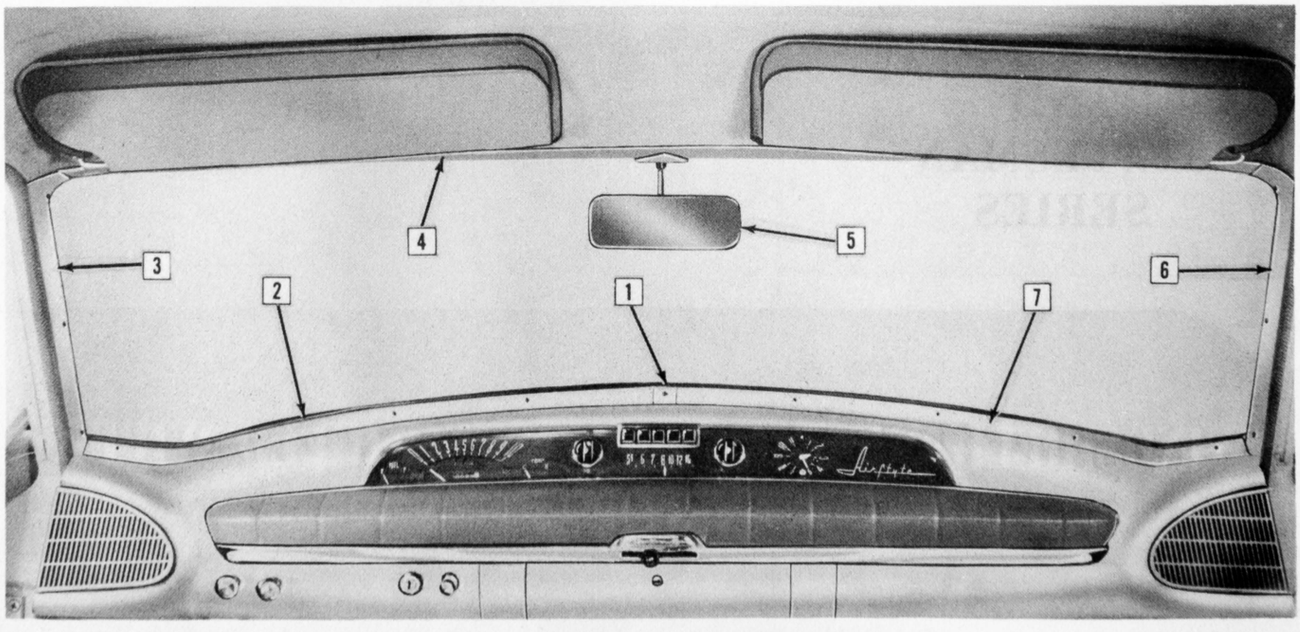
Reveal Mouldings

The windshield reveal mouldings are in three pieces right and left, top and side with an expansion joint at the top center which is covered by a stainless steel cover clip that snaps on over the mouldings, and a bottom reveal moulding. Stainless steel "L" shaped clips snap over and cover the



1. Windshield Lower Reveal Moulding
2. Windshield Reveal Moulding Lower Corner Cover Clips ("L" Shape)
3. Windshield Top and Side Reveal Moulding, Right
4. Windshield Reveal Moulding Upper Cover Clip
5. Top and Side Reveal Moulding, Left

FIGURE 1—*Windshield Reveal Mouldings.*



1. Windshield Finish Moulding Cover
2. Windshield Finish Moulding Lower, Left
3. Windshield Side Finish Moulding, Left
4. Windshield Finish Moulding, Upper
5. Rear View Mirror
6. Windshield Side Finish Moulding, Right
7. Windshield Finish Moulding Lower, Right

FIGURE 2—*Parts to be Removed at Windshield.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Ambassador" and "Statesman" Series)

top and side mouldings at the joints of the bottom moulding (Fig. 1).

The reveal mouldings have an "L" shaped flange which extends into the rubber channel and hooks toward the inside of the glass.

This creates a bind between the outside face plate of the mouldings and the channel rubber and forces the outside lip of the channel rubber tight against the outer surface of the glass.

WHEN ASSEMBLED IN THE CAR, IT IS IMPOSSIBLE TO REMOVE THESE MOULDINGS WITHOUT FIRST REMOVING THE COMPLETE WINDSHIELD ASSEMBLY FROM THE CAR.

Windshield Removal

Place a cloth cover over top of hood and cowl for protection of paint.

Remove windshield wiper arms and blades.

Remove windshield finish mouldings (Fig. 2).

Use fibre or hard wood wedge-shaped tool to break seal of rubber lip to windshield opening flange.

Use two putty knives to lift the lip of the rubber over the flange of the windshield opening, pressing the glass assembly outward (Fig. 3).

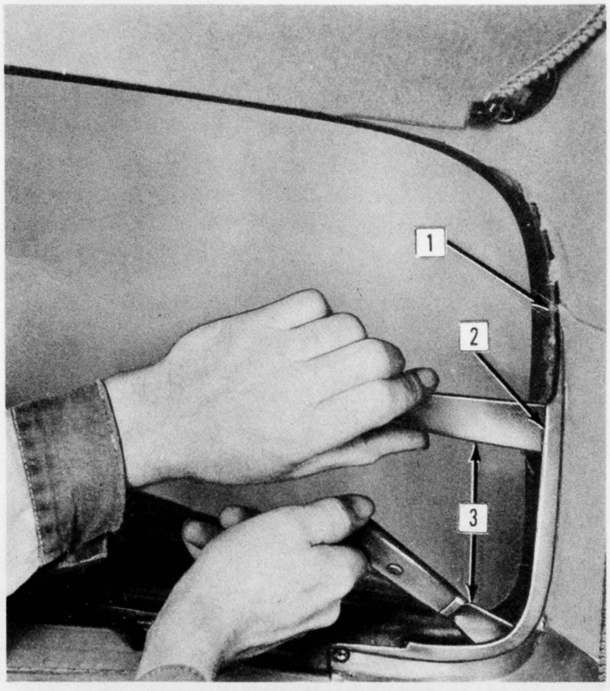
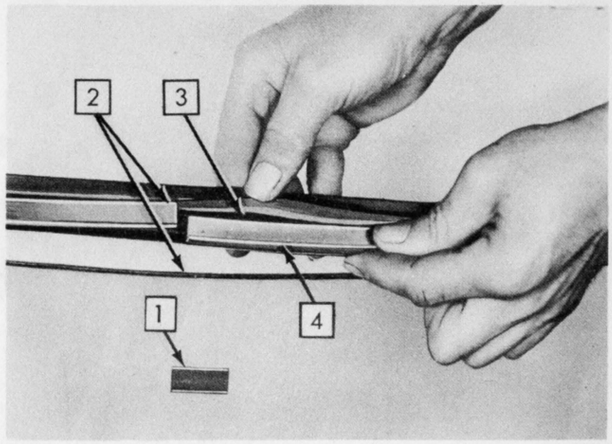


FIGURE 3—*Lifting Lip of Channel Rubber Over Windshield Opening Flange.*

Then from the outside, lift the glass assembly from the windshield opening and place it on a padded bench or table.

Remove or slide the moulding joint cover plates to expose the joints.

Pull channel rubber away from glass, spread lip of rubber and carefully lift reveal moulding from groove in rubber (Fig. 4).



1. Moulding Cover Plates Removed
2. Rubber and Moulding Pulled Off Glass
3. Spreading Lip of Rubber
4. Lifting Moulding From Rubber

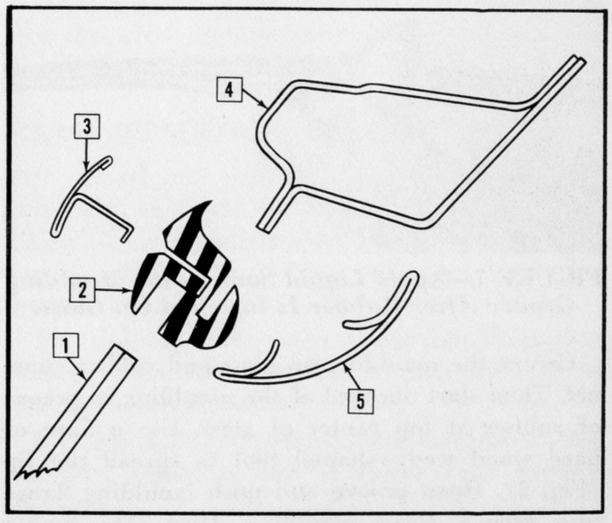
FIGURE 4—*Removing Reveal Mouldings From Channel Rubber.*

Remove channel rubber from glass.

With cloth dampened in gasoline, naphtha or cleaning fluid, remove all dried rubber cement from channel rubber and flange of windshield opening in body.

Windshield Glass Installation

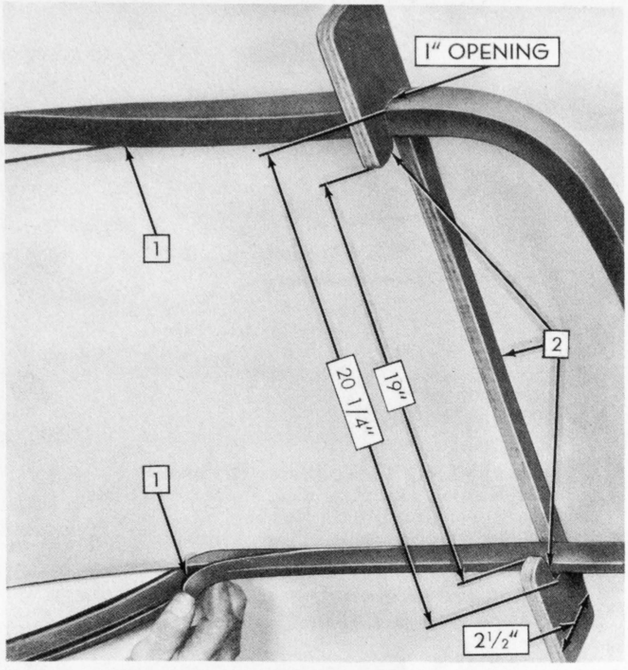
Install the rubber channel over one end of the glass.



1. Glass
2. Rubber Channel
3. Reveal Moulding
4. Body Header
5. Finish Moulding

FIGURE 5—*Exploded View of Windshield Assembly Parts.*

Install wood "C" clamp over one end of the glass and rubber to hold rubber on glass until it is completely installed (Fig. 6) .



1. Installing Rubber on Glass
2. Wood "C" Clamp Made of ½" Plywood

FIGURE 6—*Installing Rubber Channel on Windshield Glass.*

Apply liquid soap to moulding groove in channel rubber. This permits free movement of moulding into channel rubber (Fig. 7).

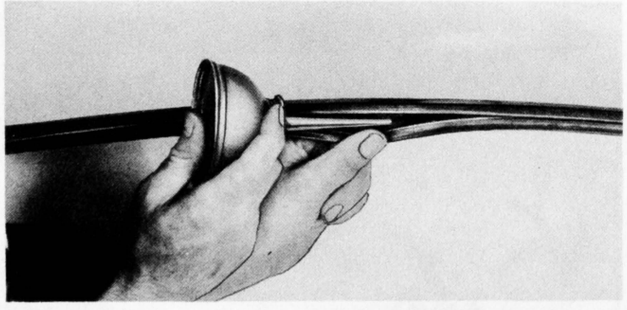
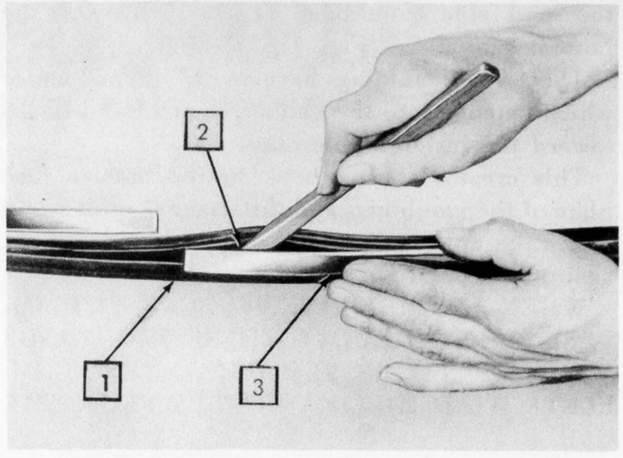


FIGURE 7—*Apply Liquid Soap In the Moulding Groove After Rubber Is Installed On Glass.*

Center the moulding on glass and rubber channel. Then start one end of the moulding in groove of rubber at top center of glass. Use a fibre or hard wood wedge-shaped tool to spread the lip (Fig. 8). Open groove and push moulding flange into groove. Press moulding down into rubber channel.

Tie a cord, approximately five feet long, around the center of glass to hold rubber and reveal moulding onto glass. Continue to push the moulding flange into the groove until all mouldings are set into the rubber. Now tie another cord around

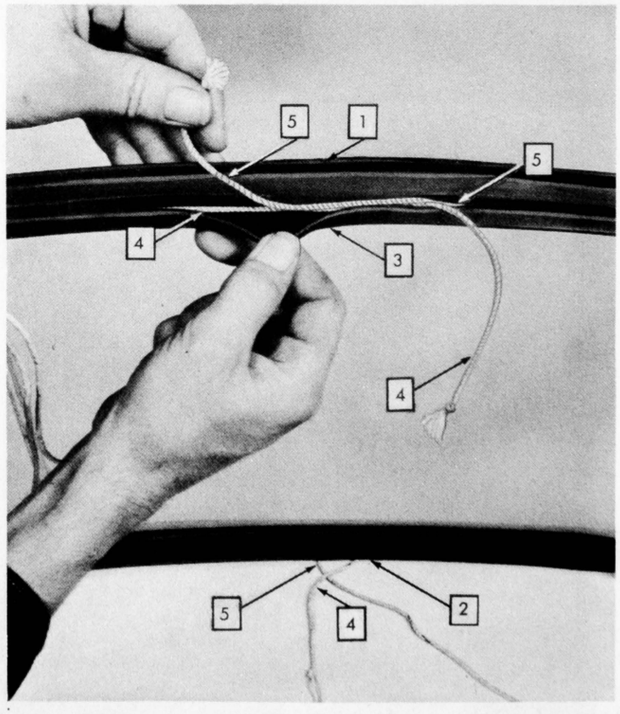


1. Top Center of Glass and Rubber
2. Spreading Lip to Open Groove in Rubber
3. Pressing Moulding Down Into Rubber

FIGURE 8—*Installing Moulding Into Groove of Rubber.*

center of glass to hold other end of moulding and rubber onto glass

With wide nose pliers, TAPED TO PREVENT SCRATCHING THE MOULDINGS, lightly compress moulding into rubber. Start at end of moulding at top center of glass and work around to end. Continue the operation on the opposite moulding.



1. Top Center of Glass
2. Bottom Center of Glass
3. Groove in Rubber With Cords Overlapping at Center
4. Ends of Cord Around Left End of Windshield
5. Ends of Cord Around Right End of Windshield

FIGURE 9—*Inserting Two Cords in Groove of Channel Rubber (Used to Lift Lip of Rubber Over Flange of Windshield Opening).*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Ambassador" and "Statesman" Series)

Then compress lower reveal moulding into rubber, and install the clips.

This procedure moves the moulding in the rubber to the expansion joints, allowing the moulding to seat properly in the rubber.

Use two cords 10 feet long. Insert a cord in groove of rubber starting at top center of the glass and continuing around the other end at bottom center. Then insert the other cord in groove of rubber around the other end of glass, overlapping the ends of cords at both top and bottom center at least one foot as shown in Figure 9.

Apply Nash rubber cement to bottom of flange on outside of windshield opening (Fig. 10).

CAUTION: *Do not apply cement to top of body flange, as it will come off when lip of rubber is lifted over windshield flange and will require considerable cleaning.*

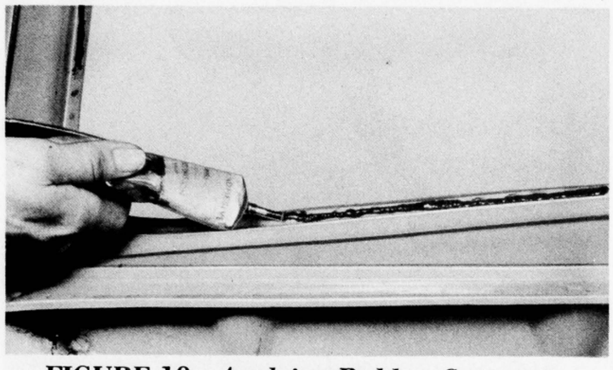


FIGURE 10—*Applying Rubber Cement to Bottom of Flange on Outside of Windshield Opening.*

Place the glass assembly, with rubber and moulding installed, into windshield opening, from outside of body. Center the assembly in windshield opening. Now remove the cords that were installed to hold the rubber and moulding onto glass.

From the inside of car, pull both top cords to lift the lip of rubber over the windshield opening flange. Start at top center and lift rubber lip for a distance of six inches.

Now pull both bottom cords, lifting lip of rubber over windshield opening flange at bottom center for a distance of six inches.

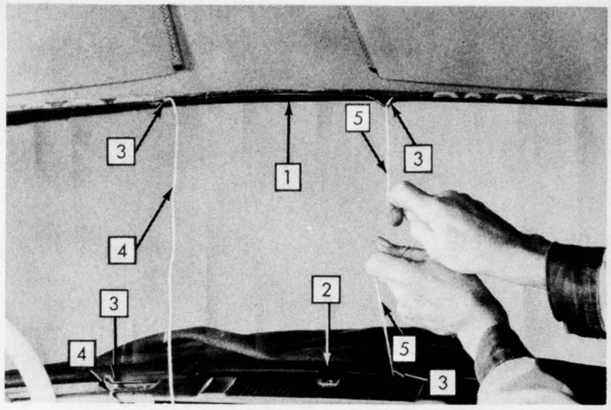
Pull top and then bottom cords on right side until complete right side is in place.

Pull top and then bottom cords on left side until complete left side is in place (Fig. 11).

With a rubber mallet, tap the windshield and reveal moulding assembly lightly so that it seats properly.

Apply rubber cement between the windshield glass and rubber, then clean the glass.

Install finish mouldings, rear view mirror and windshield wiper arms and blades.



1. Top Center
2. Bottom Center
3. Lifting Lip of Rubber Over Flange of Windshield Opening
4. Left End Cord—Top and Bottom End
5. Right End Cord—Top and Bottom End

FIGURE 11—*Lifting Lip of Channel Rubber Over Flange of Windshield Opening.*

Correction of Water Leakage at Windshield

Many times it is assumed windshields leak when in reality, the leakage is from another source. Possible sources are loose screws on outside of dash, or insulation pad clips.

Leakage between sealer rubber and glass can be observed without removing any parts.

To locate leakage between sealer rubber and body, it is necessary to remove the finish moulding.

To correct leakage at either source, it is necessary to remove the finish moulding and reseal.

Use a pressure gun to seal between the rubber and the glass and between the rubber and the metal.

REAR WINDOW ASSEMBLY

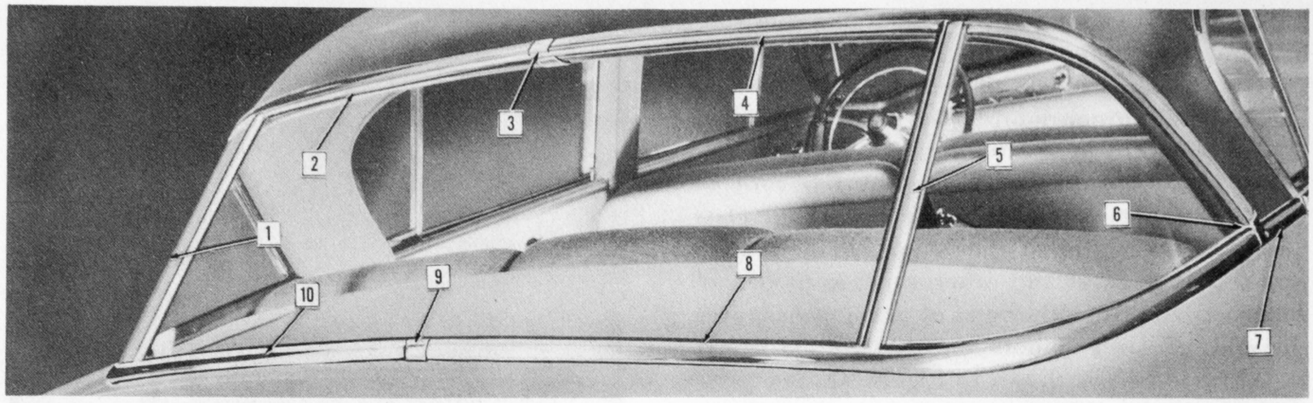
The curved rear window glass, left side, center, and right side, are bent Herculite or tempered glasses. They are set into a channel rubber, which consists of the top, bottom and center partition sections.

The right and left upper reveal mouldings, and the center partition reveal mouldings are inserted into the channel rubber.

It is impossible to remove these mouldings without first removing the complete rear window assembly.

The right and left rear quarter rear belt mouldings are bolted and fastened to the body with lock washers and nuts on the inside under the rear window shelf panel.

The body belt moulding maintains the rear window assembly in position.



1. Left Partition Reveal Moulding
2. Left Top Reveal Moulding
3. Reveal Moulding Clip
4. Right Upper Reveal Moulding
5. Right Partition Reveal Moulding
6. Rear Quarter Side Belt Moulding Clip, Right
7. Rear Quarter Side Belt Moulding
8. Rear Belt Moulding, Right
9. Rear Belt Moulding Clip
10. Rear Belt Moulding, Left

FIGURE 12—*Rear Window Glasses and Attaching Parts.*

Rear Window Assembly Removal

Remove the rear seat cushion and back assembly.

Remove the rear window finish mouldings.

Remove the rear belt moulding cover clips. Remove the rear belt moulding retaining nuts and washers located under the rear window shelf panel and remove the belt moulding (Fig. 13).

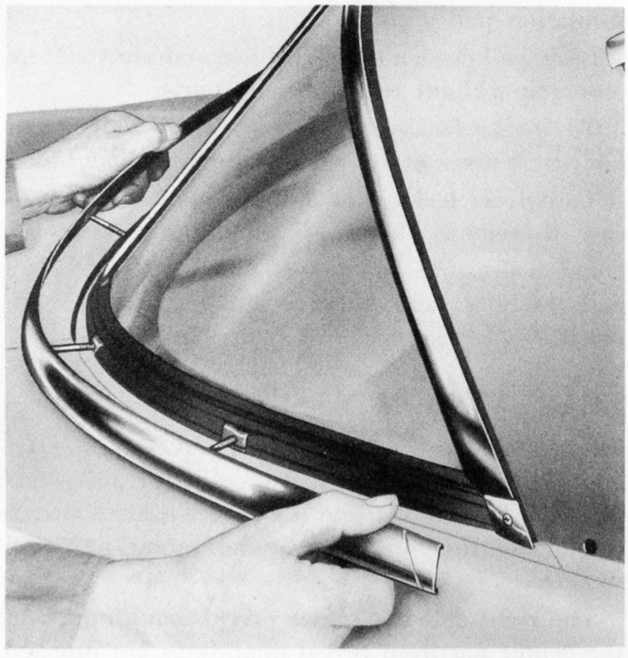
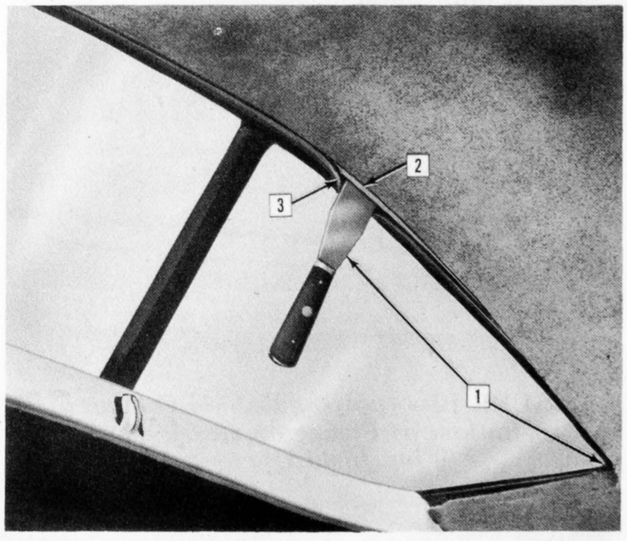


FIGURE 13—*Removing Rear Belt Moulding.*

Insert putty knife between window opening flange and lip of rubber, starting at lower corner and working upward to the other side of body (Fig. 14).

The complete assembly can then be lifted from the body.

After the complete rear window glass assembly is removed from the car, it should be placed on a clean padded bench.



1. Lip of Rubber Removed From Flange With Use of Putty Knife
2. Flange
3. Lip of Sealer Rubber

FIGURE 14—*Releasing Lip of Rubber From Rear Window Opening Flange.*

Remove, or slide, the rear window reveal moulding cover clip on either of the moulding ends. Then twist upper edge of rubber and lift reveal mouldings from channel rubber.

Push end glasses inward and lift partition reveal moulding from rubber (Fig. 15).

The rear window glass can then be removed from the rubber.

NOTE: *Either of the end glasses can be removed and replaced without removal of the center glass or the other end glass.*

Installation of Rear Window Assembly

Install the center glass into the channel rubber, then install the end glasses.

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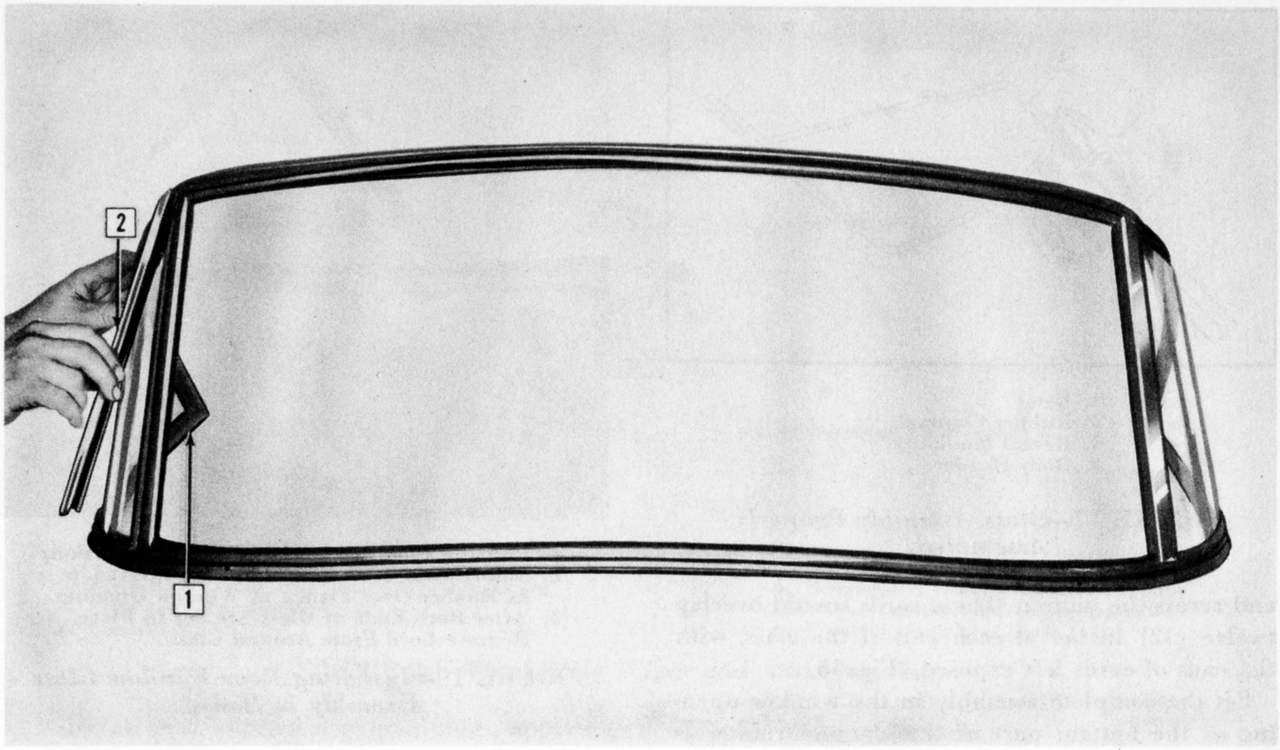
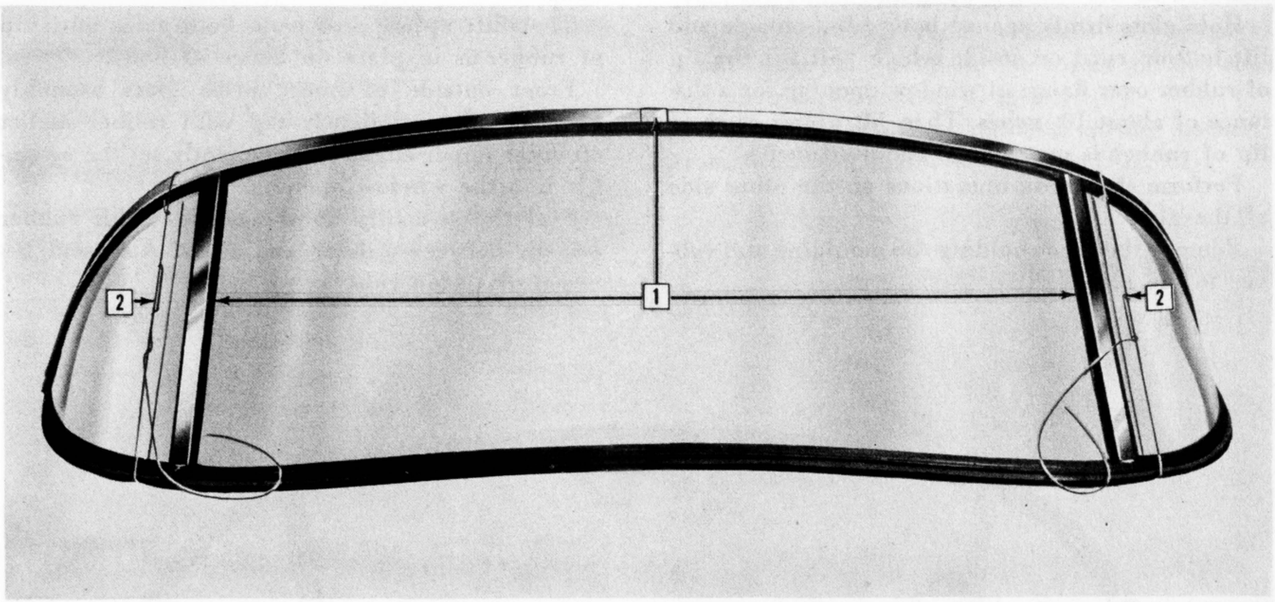


1. Push End Glasses Inward
2. Lift Partition Reveal Moulding From Rubber

FIGURE 15—*Removing Rear Window Center Partition Reveal Mouldings.*



1. Reveal Mouldings Installed
2. Cord Tied to Hold Rubber and Mouldings on Glass

FIGURE 16—*Installing Glass and Reveal Mouldings in Channel Rubber.*

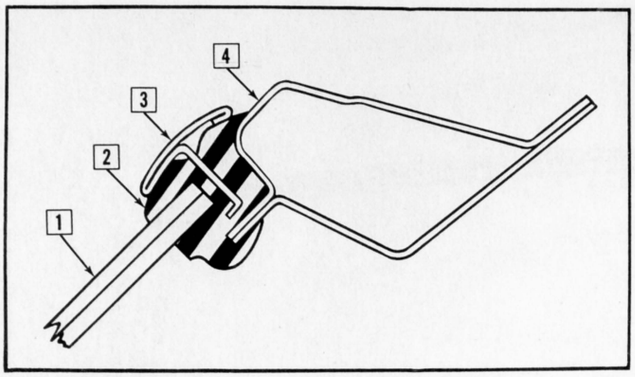
Push the end glass inward, and install the partition reveal mouldings.

NOTE: *These mouldings are interchangeable, however, they are tapered on each end, and must be turned so the taper on the moulding will meet the contour of the glass edge.*

Tie a cord around the glass and rubber (Fig. 16).

Install right and left reveal mouldings. Apply liquid soap in channel of the rubber to assist in inserting the moulding flange into the channel of the rubber. The reveal moulding must be seated properly (Fig. 17).

To assist in lifting the lip of the rubber over the rear window opening flange when it is installed into the rear window opening, insert a cord in the groove of the rubber channel across the top



1. Glass
2. Rubber Channel
3. Reveal Moulding
4. Body Header

FIGURE 17—*Glass Assembly Properly Assembled.*

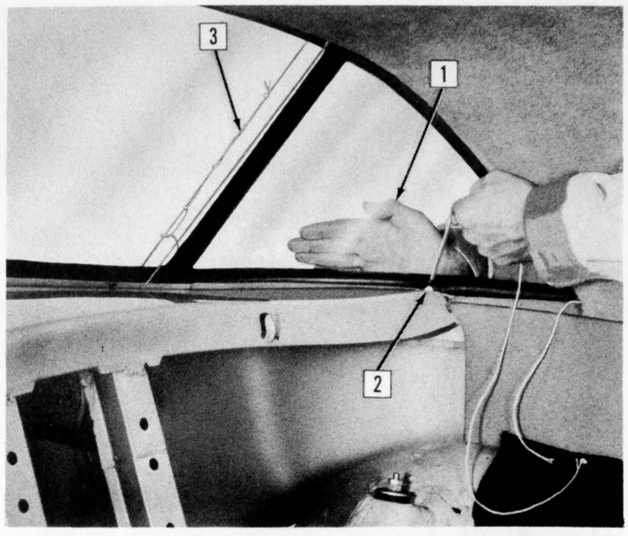
and across the bottom. These cords should overlap twelve (12) inches at each end of the glass, with the ends of cords left exposed (Fig. 18).

Set the complete assembly in the window opening so the bottom part of the channel rubber is on top of the flange of the window opening. Then move the glass sideways so the assembly is centered in the window opening.

Hold glass firmly against body from outside and lift bottom cord on inside which will lift the lip of rubber over flange of window opening for a distance of about 10 inches. Then lift upper cord, so lip of rubber is over flange about 10 inches.

Perform the above operations on the other side of the glass.

Remove the cords holding the moulding and rubber to the glass (Fig. 19).



1. Pressing Glass Assembly Firmly Against Body
2. Slowly and Carefully Pulling Cord, Lift Lip of Rubber Over Flange of Window Opening
3. After Both Ends of Glass Are Set In Place, Remove Cord From Around Glass

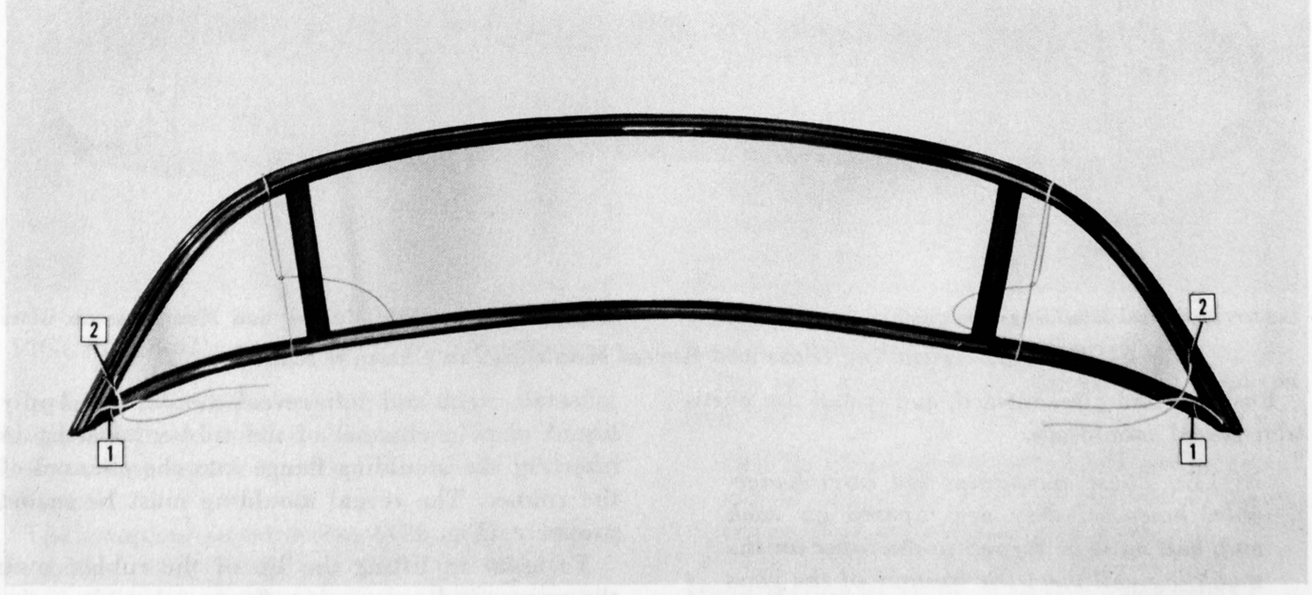
FIGURE 19—*Installing Rear Window Glass Assembly in Body.*

From inside of body, continue with bottom cord until lower lip of rubber is in place on body flange.

Then lift upper cord from both sides until lip of rubber is in place on flange of body.

From outside of body, press glass assembly toward body and lightly tap with rubber mallet on outer upper edge to permanently set the assembly into the window opening.

Seal the assembly on the outside with rubber cement between rubber and body. Also seal between glass and rubber.



1. Cord Inserted into Channel of Rubber Across Bottom
2. Cord Inserted into Channel of Rubber Across Top

FIGURE 18—*Rear Windshield Glass Assembly (IInside View).*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
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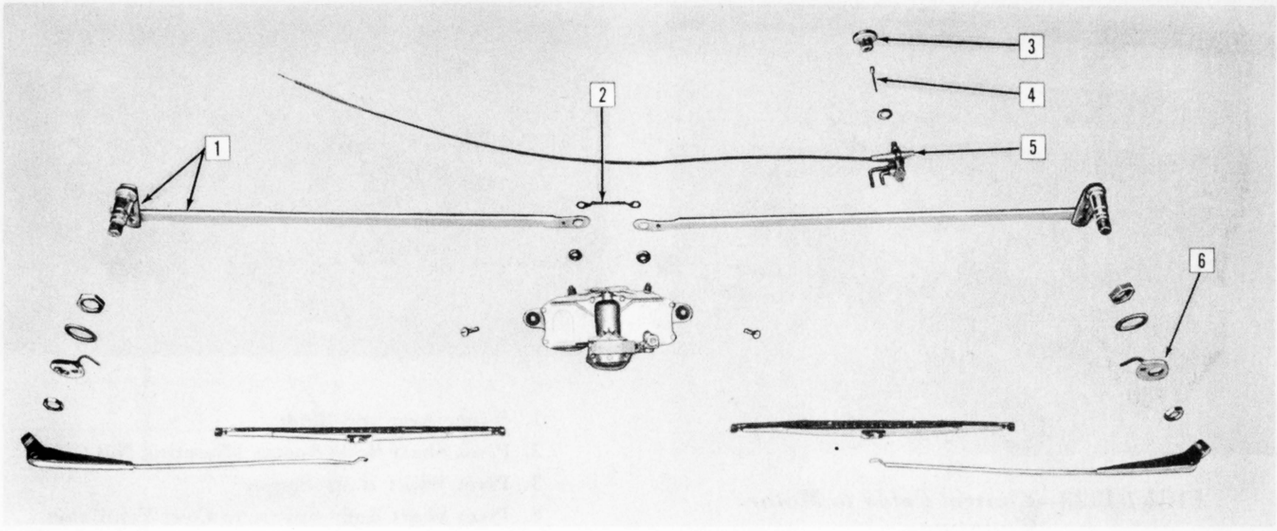


1. Pivot Shaft Body and Link Assembly, Right
2. Link to Motor Retainer
3. Control Knob
4. Windshield Washer Control Plunger
5. Wiper Control and Cable Assembly
6. Pivot Shaft Spacer, Left

FIGURE 20—*Windshield Wiper and Attaching Parts.*

Reinstall rear quarter rear mouldings, applying sealer putty in the moulding around each bolt so water will not enter body at bolt hole.

Install rear quarter belt front mouldings. Seal with putty around each clip in front mouldings before installing to body.

Install inside finish mouldings.

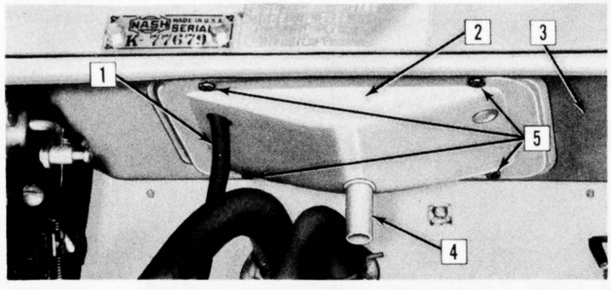
Install rear seat back and cushion assemblies.

WINDSHIELD WIPER

The windshield wiper is vacuum operated and controlled by a control knob located on the instrument panel to the left of the steering column.

The wiper blades are actuated by a link and pivot assembly attached to the wiper motor.

The wiper motor, link, and pivot body assembly are located under the cowl top in the Weather Eye air intake chamber.



1. Wiper Hose
2. Motor Access Hole Cover
3. Air Chamber
4. Water Drain Tube
5. Cover Mounting Screws

FIGURE 21—*Wiper Motor Access Hole Cover Location.*

Wiper Motor Removal

Remove the air cleaner from the carburetor on the "Statesman" Series. Disconnect the wiper hose from the wiper motor.

Remove the wiper motor access hole cover located under the hood in the center of the cowl top air intake chamber (Fig. 21).

Disconnect the link retainer spring assembly from the wiper motor pivot arms (Fig. 22).

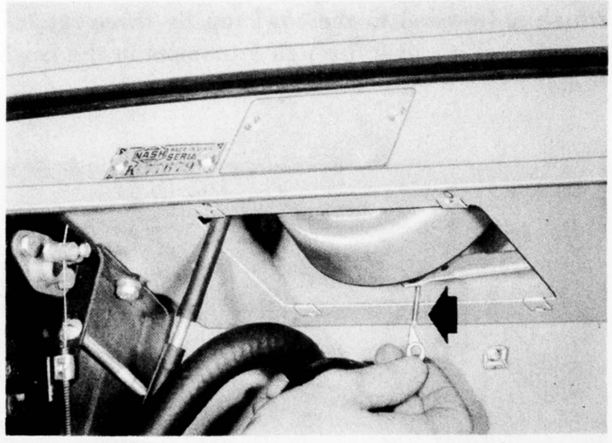


FIGURE 22—*Removing Link Retainer.*

Slide pivot body links off motor pivot arm studs.

Remove the wiper motor mounting screws (Phillips Head) and lower the wiper motor assembly.

Then disconnect the wiper control cable and conduit from the wiper motor (Fig. 23).

NOTE: *Upon installation, the wiper motor must be in the "OFF" position and the left*

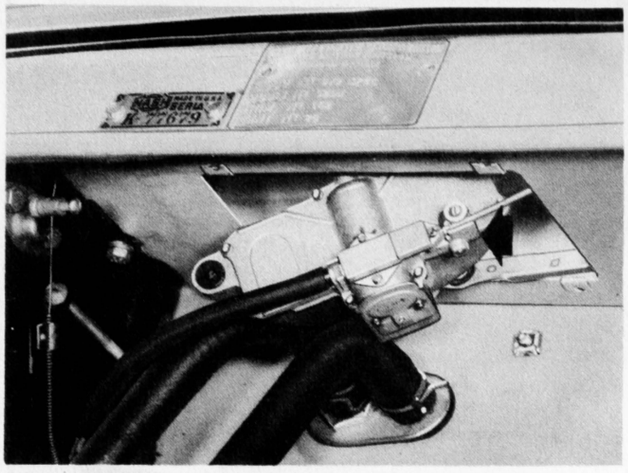


FIGURE 23—*Control Cable to Motor Mounting.*

pivot shaft body to motor link must be installed onto the BOTTOM stud of the motor pivot arm.

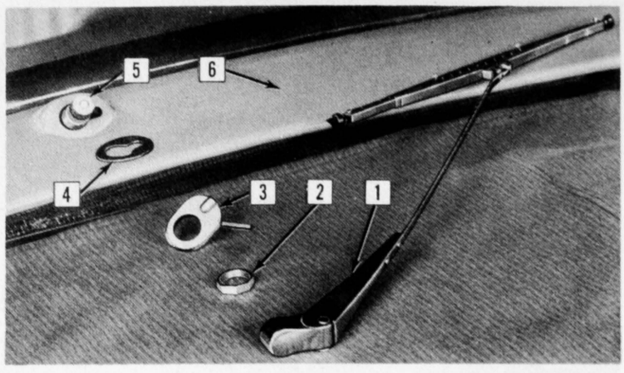
Wiper Pivot Shaft Body and Link Assembly

To remove the windshield wiper pivot shaft body and link assembly after the motor has been removed, place a cover on hood top to protect the paint. Then remove the wiper arms and blades.

Remove pivot shaft spacer mounting nut, spacer and gaskets (Fig. 24).

The windshield washer hose must be disconnected from the spacer if so equipped.

Remove the cowl ventilator air intake cover which is fastened to the cowl top by three retaining pins which pass through grommets in the cowl top.



1. Wiper Arm and Blade
2. Pivot Shaft Body Spacer Mounting Nut
3. Pivot Shaft Body Spacer
4. Pivot Shaft Body Spacer to Cowl Ventilator Air Intake Cover Gasket
5. Pivot Shaft Body
6. Cowl Ventilator Air Intake Cover

FIGURE 24—*Parts to Be Removed For Pivot Shaft Removal.*

A wedge-shaped stick, fibre or hard wood, should be used to pry the cover from the cowl top. Arrows indicate location of retaining pins (Fig. 25).

Remove the pivot shaft body retaining nut which holds the pivot shaft to the cowl top, and remove the pivot shaft body and link through opening in cowl top.

NOTE: *The pivot shaft body and link assemblies are not interchangeable, the right link is shorter.*

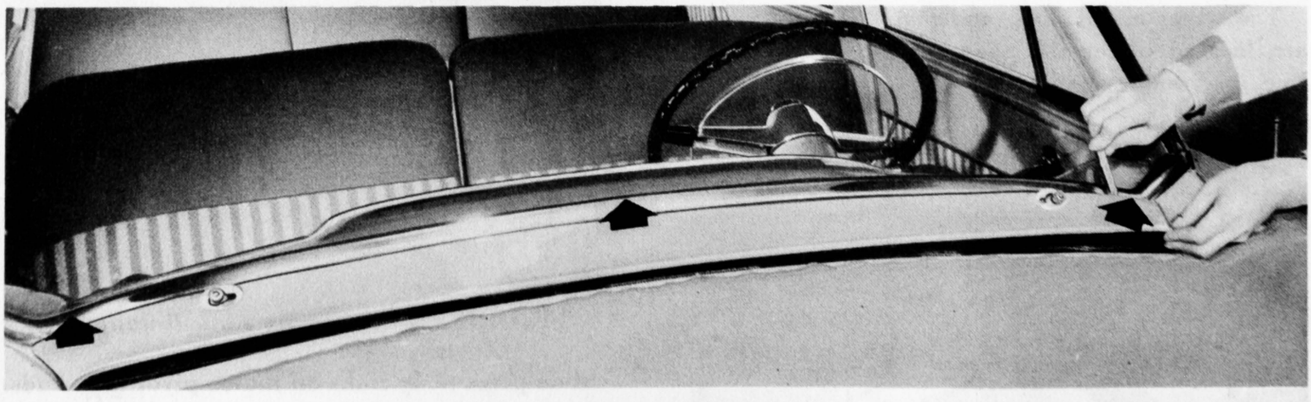


FIGURE 25—*Removing Cowl Ventilator Air Intake Cover.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Ambassador" and "Statesman" Series)

TECHNICAL SERVICE LETTER REFERENCE

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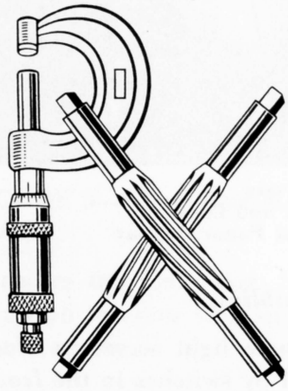


"AMBASSADOR" AND "STATESMAN" SERIES

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

INSTRUMENT PANEL..... 2

IGNITION KEY LIGHT AND COURTESY LIGHT..... 2

RADIO REMOVAL..... 2

GLOVE BOX

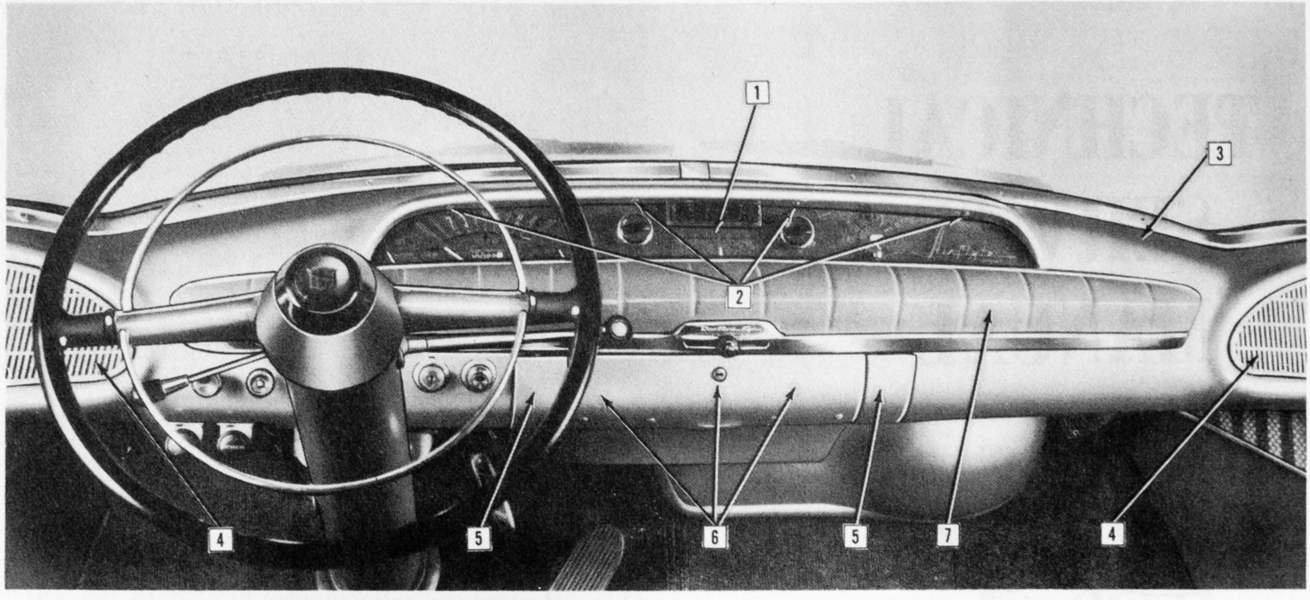
- Lock..... 3
- Removing Lock Cylinder..... 3
- Installing Lock Cylinder..... 3

SERVICE LETTER REFERENCE.... 4

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

("AMBASSADOR" AND "STATESMAN" SERIES)



1. Radio
2. Instrument Cluster Screws
3. Instrument Panel
4. Radio Speaker Grille
5. Ash Receivers
6. Glove Box and Lock
7. Instrument Panel Overlay

FIGURE 1—*Instrument Panel and Mounted Assemblies.*

INSTRUMENT PANEL

The instrument panel is mounted to the body pillars and along the upper flange at the cowl top and dash assembly under the windshield lower finish moulding, with sheet metal screws.

All instrument panels are painted in Sahara Gold or Borneo Silver Gray Metallic.

The overlay is a pressed metal panel painted a black satin finish on all Super Models. All Custom overlays are covered with a rubber backed vinyl in colors to match the upholstery.

To remove the overlay, remove the four wing nuts located in back of the instrument panel.

IGNITION KEY LIGHT AND COURTESY LIGHTS

Custom Models have two lights on the instrument panel with the reflectors and lens mounted on the overlay.

The left light is used as an ignition key light; while the right light is used as a reading light.

These lights are controlled by a toggle switch mounted on the bottom of the instrument panel.

Super Models have an ignition key light only. This is operated by the toggle switch.

In Custom Models the dome light is operated by switches in the front and rear door hinge pillars, thereby serving as courtesy lights. On the Super Series the dome light serves as a courtesy light when operated by switches in the front door hinge pillar only.

RADIO REMOVAL

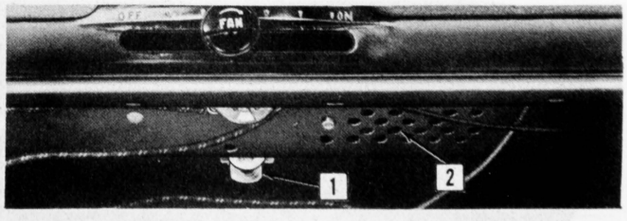
Disconnect battery.

Remove the radio control knobs by pulling them off the shafts. Then remove the mounting nuts from the shafts.

Remove the glove box and glove box mounting panel.

Disconnect all wires.

Remove the radio support bracket to dash panel nut (Fig. 2) and remove the radio.



1. Radio to Dash Mounting Nut
2. Radio

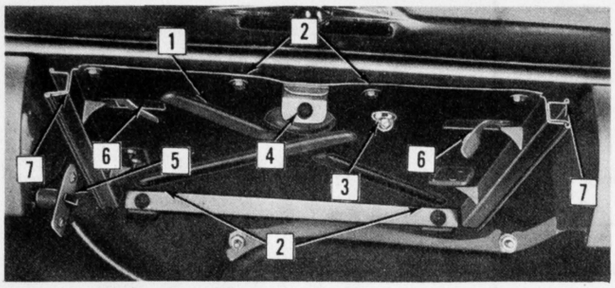
FIGURE 2—*Radio Mounting to Dash Panel.*

GLOVE BOX

The steel glove box is a sliding drawer type which slides into felt lined channels that are stapled to the glove box mounting panel.

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES
("Ambassador" and "Statesman" Series)

Glove box stops limit its travel when they are bent down into position. A glove box light is inserted into the mounting panel from the top. It is controlled by a switch mounted on the left of the glove box mounting panel.



1. Glove Box Mounting Panel
2. Glove Box Mounting Panel Screws
3. Glove Box Light
4. Glove Box Lock Striker
5. Glove Box Light Switch
6. Glove Box Stop
7. Glove Box Slide Channels

FIGURE 3—*Glove Box Mounting Panel.*

To remove the glove box, bend the glove box stops upward to allow clearance for the rear wall of the glove box.

Glove Box Lock

The glove box lock is inserted through a hole in the face of the glove box from the inside of the box and screw fastened.

For maintenance or lubrication, the cylinder lock can be removed from the lock housing after the complete assembly is removed from the glove box.

Removing Lock Cylinder From Housing

With the glove box lock removed, insert the key into the lock assembly and turn the lock cylinder to the vertical position as shown in Figure 4. This will position the lock plunger for removal of the cylinder. Remove the key.

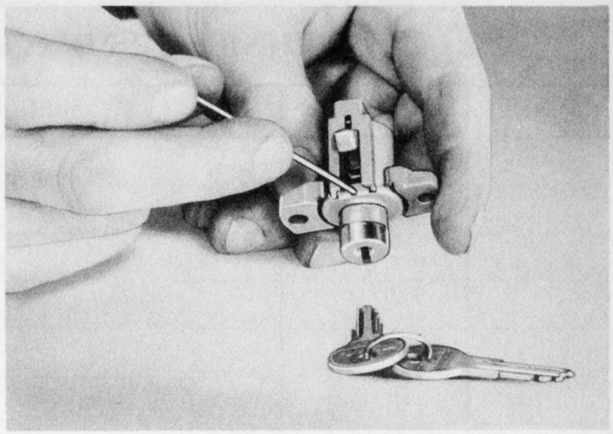


FIGURE 4—*Lock Cylinder in Verticle Position, Depressing Lock Plunger With Small Diameter Wire.*

Depress the plunger with a paper clip or small diameter wire and pull the lock cylinder outward until the retaining plunger passes to the outside of the housing.

Then insert the key and remove the cylinder from the housing.

Installing Lock Cylinder

Lubricate the lock cylinder plungers with powdered or flake graphite. Depress the lock cylinder plungers Figure 5, then insert the key.

Insert the lock cylinder and key assembly into the lock housing.

Hold the cylinder in the housing and remove the key.

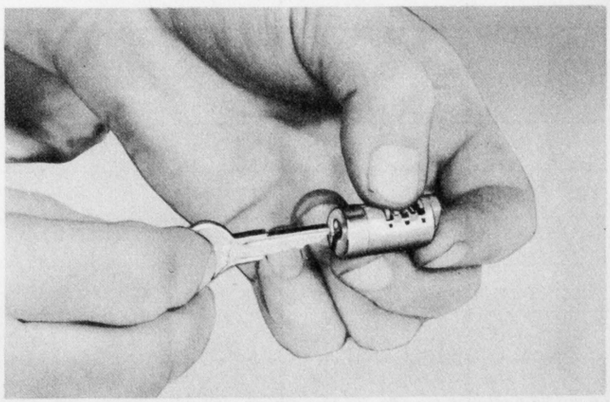


FIGURE 5—*Depressing Lock Plungers and Inserting Key.*

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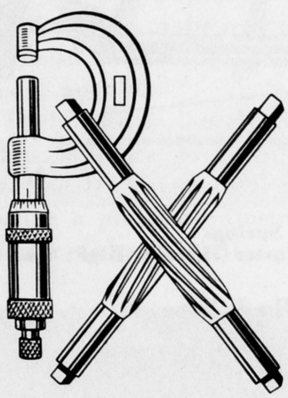

"AMBASSADOR" AND "STATESMAN" SERIES

SEAT ASSEMBLIES AND ADJUSTERS

FRONT SEAT ASSEMBLIES

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SEAT ASSEMBLIES AND ADJUSTERS

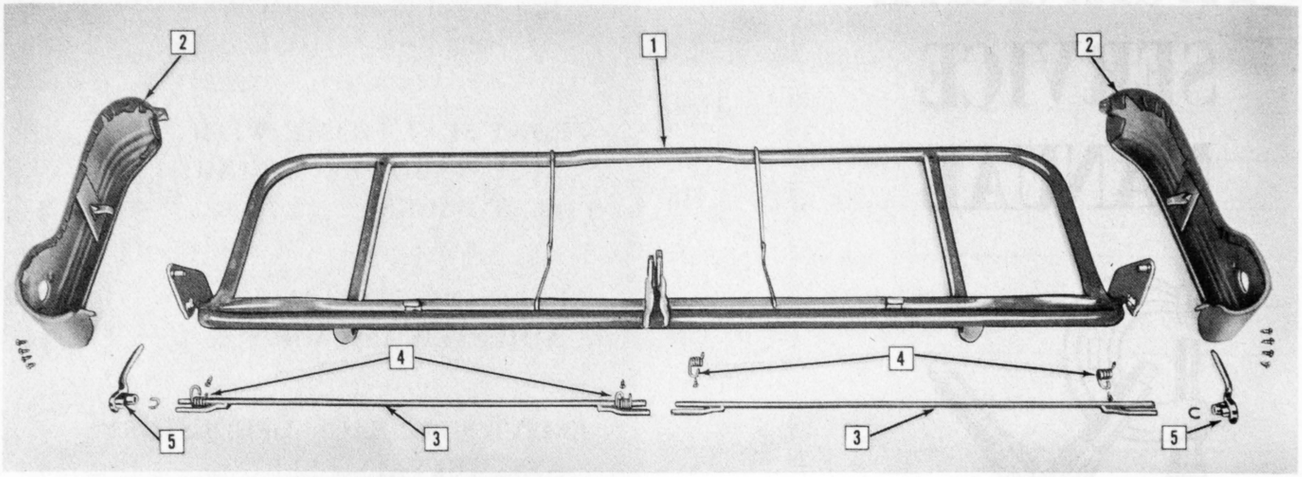
SEAT ASSEMBLIES AND ADJUSTERS

("AMBASSADOR" AND "STATESMAN" SERIES)

FRONT SEAT ASSEMBLIES

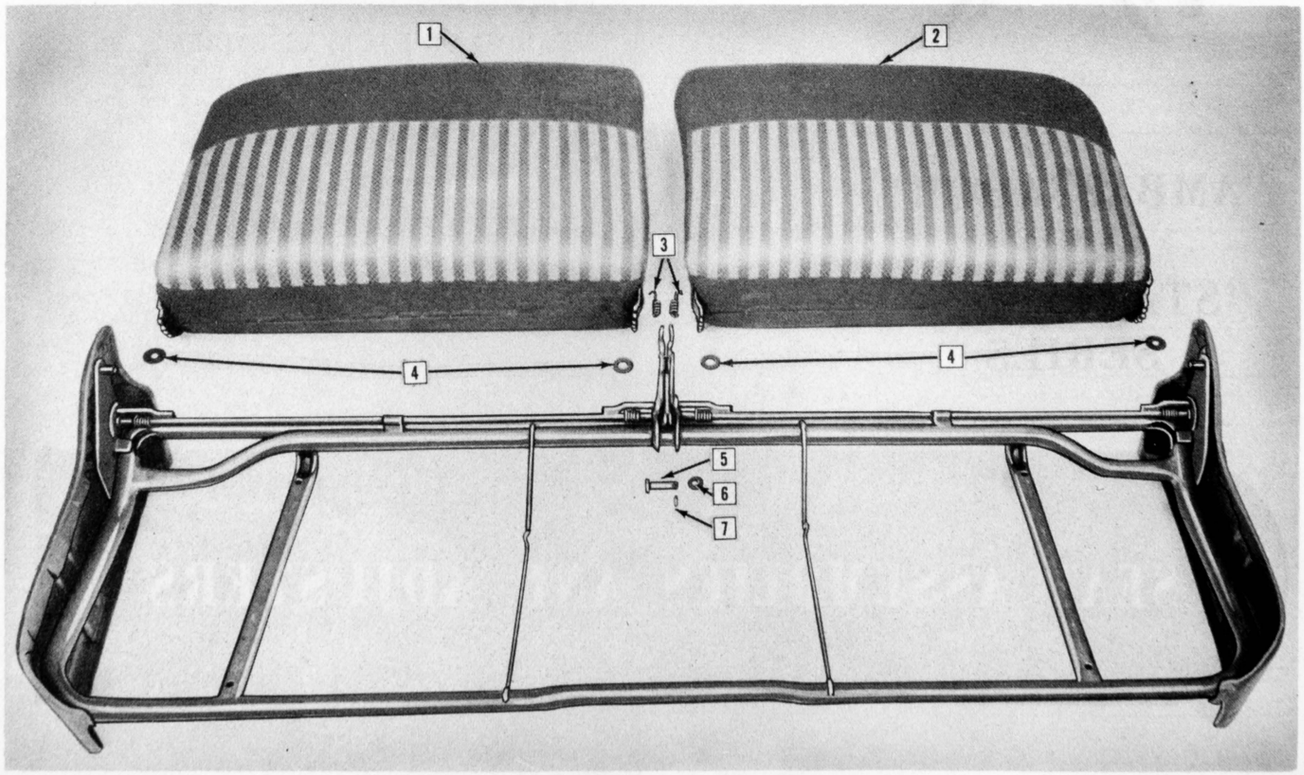
Three types of front seat assemblies will be used.

1. A front seat with a full solid seat back is standard equipment on all four door models.
2. A front seat with split backs, which fold forward only is standard on all two door models.
3. Reclining front seat with split backs are optional equipment on all two and four door models.



1. Seat Bottom Frame for Reclining Seat Backs
2. Seat Base Side Wing, Right and Left
3. Adjuster Rods
4. Adjuster Rod Springs
5. Seat Back Adjuster Handle, Right and Left

FIGURE 1—*Front Seat Bottom Frame, Reclining Seat Back* Type.



1. Reclining Seat Back Assembly, Right
2. Reclining Seat Back Assembly, Left
3. Hinge Stop Springs
4. Fibre Washers, Seat Back to Seat Base
5. Center Hinge Pin
6. Center Hinge Steel Washer
7. Cotter Pin

FIGURE 2—*Seat Bottom Frame With Reclining Seat Back.*

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The front seat with full solid back consists of a tubular seat bottom frame and a tubular seat back which is bolted to the seat base at each end and in the center.

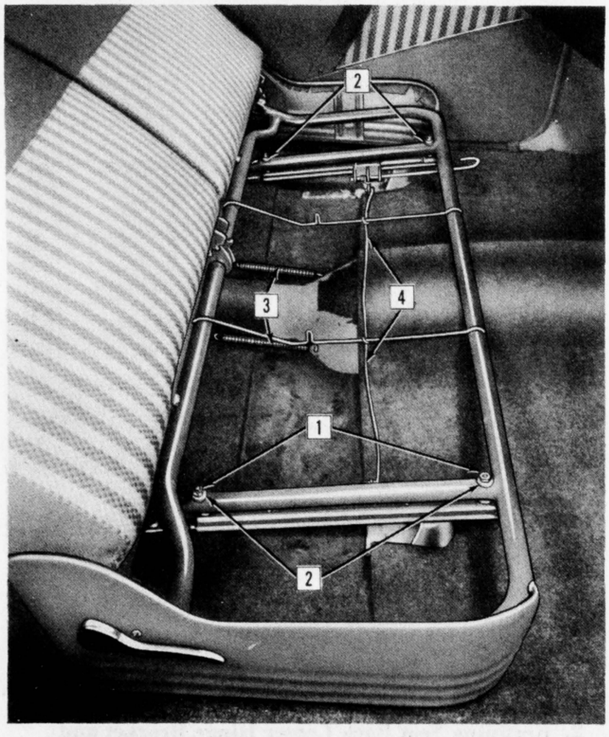
The front seat with folding backs consists of a tubular seat bottom frame and a right and left tubular seat back which are hinged at the center and at each end of the seat base.

THE SEAT BOTTOM FRAME OR BACKS OF EITHER ASSEMBLY WILL NOT INTERCHANGE WITH THE OTHER, THEREFORE, ONE TYPE OF SEAT CANNOT BE CONVERTED INTO ANOTHER TYPE.

All seat base assemblies are attached to studs in the seat adjuster slides with a concave washer at top and bottom, then lock washers and nuts.

Two coil springs fastened to the seat base and body floor are under spring tension when the seat assembly is pushed to the rear position. This spring tension assists in moving the seat to the forward adjustment position.

The latch wire is loosely fastened to the seat base cross supports, to serve only as a support, whereby the latch wire will move with the seat base during a position adjustment of the seat on the adjuster slides (Fig. 3).



1. Seat Bottom Frame to Adjuster Nuts and Lock Washers
2. Concave Washers
3. Springs
4. Latch Wire

FIGURE 3—*Front Seat Bottom Frame Bolted to Seat Adjuster Slides.*

Removal of Front Seat With Full Solid Back

Remove cushion.

Remove bolts holding seat back frame to seat bottom frame at each side and in center.

Lift seat back assembly from seat bottom frame.

Removal of Front Seat With Folding Backs

Remove cushion.

Spread upholstery on each seat back at center hinge bracket.

Remove cotter pin, washer and center hinge pin.

Lift inside edge of seat back to be removed. Then reinsert hinge pin to hold the other seat back to center hinge.

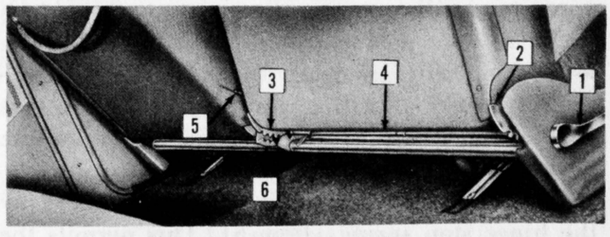
Now move inside edge of seat back forward or back from center hinge and toward inside of car; this will disengage the pivot on the outer seat base bracket from the socket in the seat back side bracket.

FRONT SEAT FRAME WITH ADJUSTABLE RECLINING RIGHT AND LEFT SEAT BACKS

Each seat back will raise and fold forward individually without using the control handles. They will recline individually to each position by operating the control handle. However, the handle must be operated at each reclining position until the position desired is reached.

The seat back is retained in each reclining position by the outer bracket and ratchet assembly (Item 2) and center hinge bracket and ratchet assembly (Item 3) engaging the upper tong of adjuster rod (Item 4, Fig. 4).

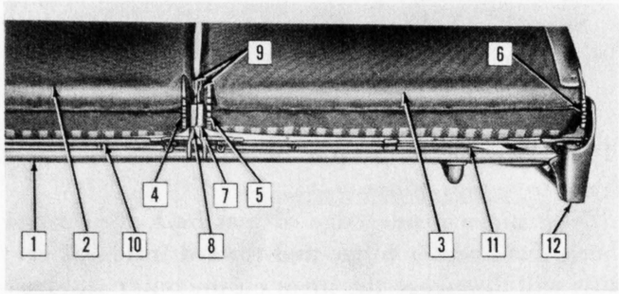
The adjuster rod has a fork of two tongs on each end. The upper tong engages the seat back ratchet (Items 2 and 3) and the lower tong engages the hinge stop ratchet (Item 6). Both tongs are inserted into the handle on the opposite end.



1. Handle Right Seat Back
2. Bracket Assembly With Ratchet (Right Seat Outer) Welded to Seat Back
3. Bracket Assembly With Ratchet (Center Hinge) Welded to Right Seat Back
4. Adjuster Rod
5. Hinge Stop Spring
6. Hinge Stop (Ratchet) Right Seat Back

FIGURE 4—*Front Seat Frame With Adjustable Reclining Right and Left Backs.*

The outer side of the right and left reclining seat back frames are mounted to the seat bottom frame side bracket by a hinge pin. This pin is welded to each seat base side bracket that is inserted into a socket in the seat backs (Fig. 9). The inside seat back frame brackets (Items 4 and 5, Fig. 5) are both fastened to the center hinge bracket with one hinge pin and cotter key.



1. Front Seat Base (Reclining Backs)
2. Reclining Seat Back Assembly, Left
3. Reclining Seat Back Assembly, Right
4. Bracket Assembly With Ratchet (Left Center Hinge) Welded to Seat Back
5. Bracket Assembly With Ratchet (Right Center Hinge) Welded to Seat Back
6. Bracket Assembly With Ratchet (Right Outer) Welded to Seat Back
7. Hinge Stop Ratchet, Right
8. Hinge Stop Ratchet, Left
9. Hinge Stop Ratchet Springs
10. Adjuster Rod, Left Side
11. Adjuster Rod, Right Side
12. Control Handle

FIGURE 5—*Front Seat Frame With Adjustable Reclining Right and Left Seat Backs.*

How the Reclining Seat Back Operates

When the handle is raised the adjuster rod is twisted, releasing the upper tong from the seat back ratchets, and the lower tong is engaged into the hinge stop ratchet. This will permit the seat back to be lowered the space of *one tooth* on ratchets, and will remain in this position until the handle is released.

When the handle is released, the adjuster rod upper tong will again engage the seat back ratchets at the new lowered position of one tooth and the lower tong will disengage from the teeth in the stop ratchet. This will retain the seat back in that position until the handle is again raised for the next lowering position of the seat back.

The hinge stop ratchet is counter balanced by the hinge stop spring (Item 5). This permits the ratchet to follow any movement of the seat back and be in a position at all times to engage the lower tong of the adjuster rod. It also permits it to be lowered to only one position, retaining the seat back in this position until the control handle is released, allowing the upper fork of the adjuster rod to engage in the new location of the seat back ratchets.

Reclining Seat Back Operation

Relieve all pressure against the seat back. Raise the control handle and apply sufficient pressure to move the seat back. Then release the handle.

Follow this procedure to lower seat back at each position until position desired is reached.

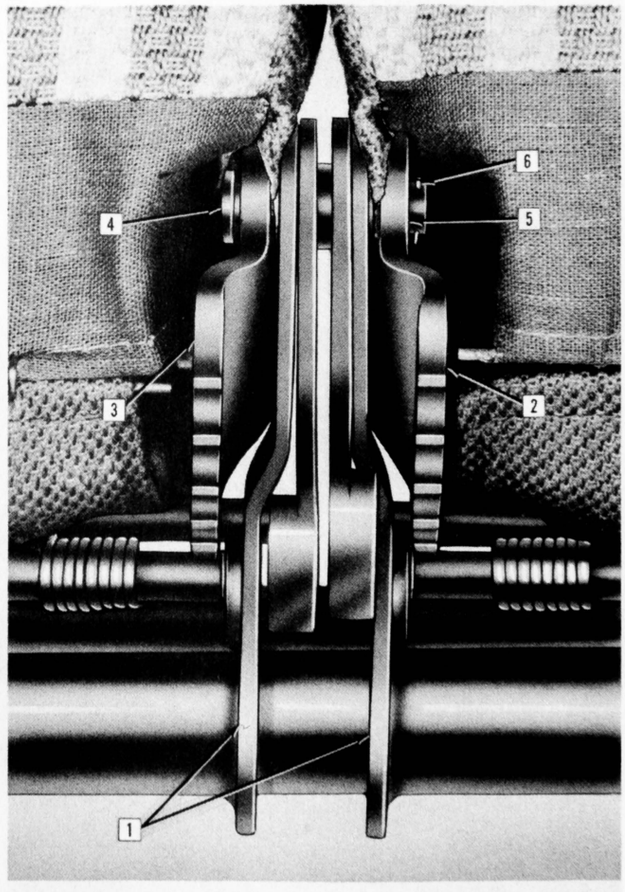
To raise seat back from any lowered position, it is only necessary to lift the seat back to the position desired. Do not operate control handle.

Removing Reclining Seat Back From Seat Base

Remove seat cushion.

The seat back to be removed should be tilted to the forward position. The other seat back should be lowered to the reclining position.

NOTE: *Mark hole location in which the hinge stop springs (Item 9, Fig. 5) are fastened in the hinge stop ratchets, that they may be reinstalled in these same holes.*



1. Reclining Seat Bottom Frame Center Hinge Bracket Assembly
2. Reclining Seat Back Center Hinge Bracket and Ratchet Assembly, Left
3. Reclining Seat Back Center Hinge Bracket and Ratchet Assembly, Right
4. Center Hinge Pin
5. Center Hinge Pin Washer
6. Cotter Key

FIGURE 6—*Reclining Seat Back Mounting to Seat Bottom Frame Center Hinge Bracket.*

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Remove both springs.

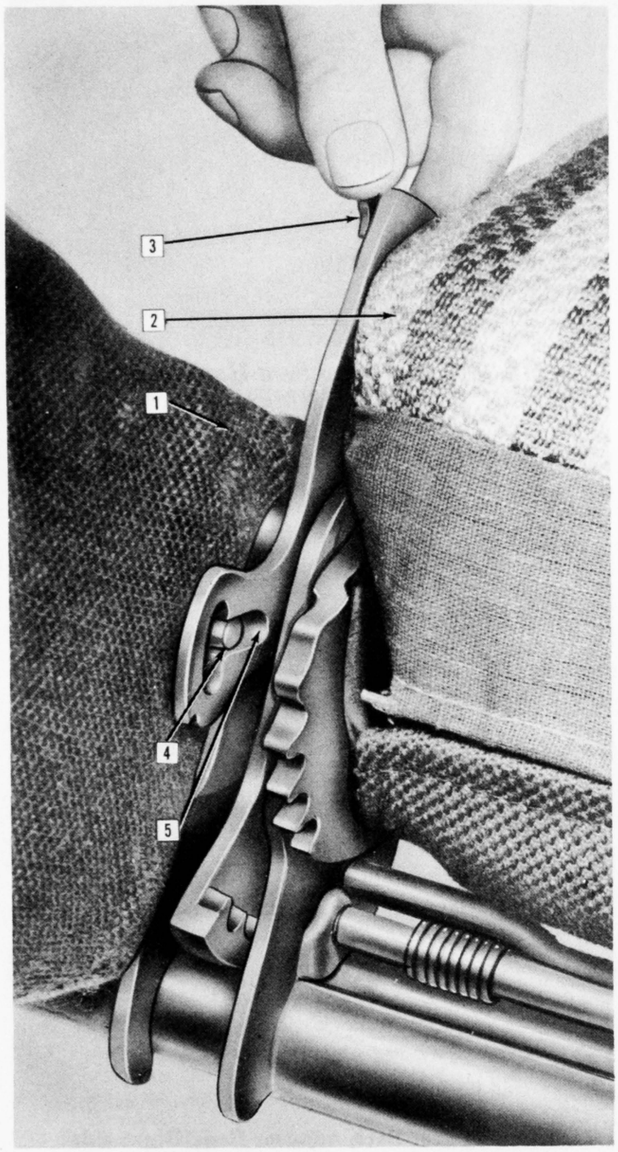
Tilt both seat backs to reclining position.

Carefully spread upholstery on each seat back away from center hinge, to expose the center hinge pin (Item 4, Fig. 6).

Remove cotter key and washer from center hinge pin (Items 5 and 6, Fig. 6).

Remove center hinge pin.

The seat back to be removed must again be tilted to the forward position. To do this, lift up on the adjuster handle and raise the inside edge of the seat back to clear the sprockets, then tilt forward.



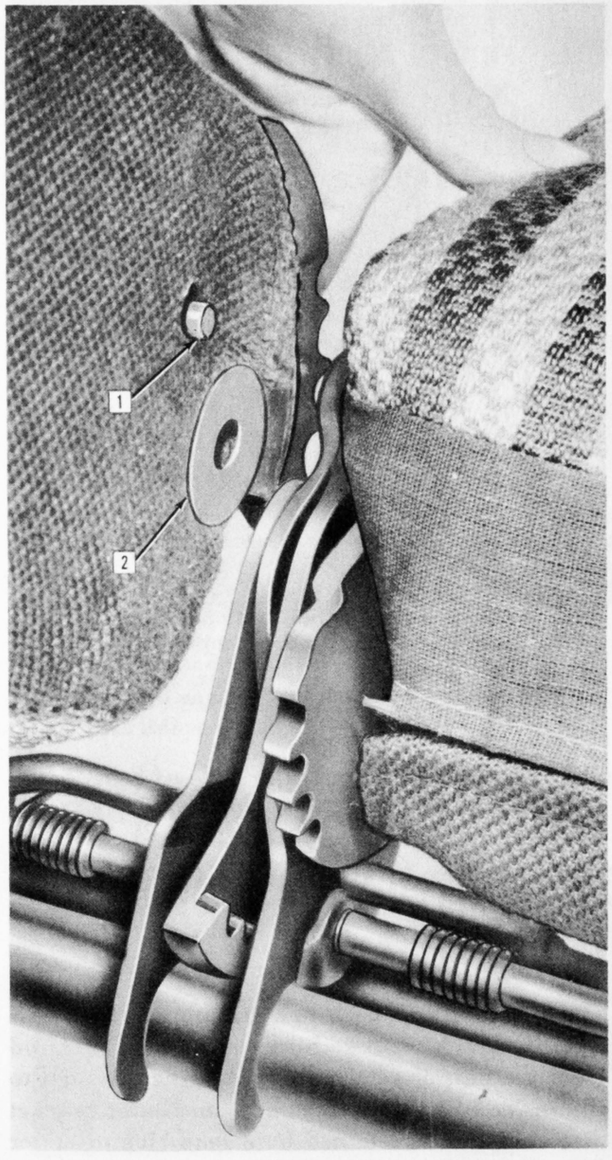
1. Right Seat Back Tilted Forward 45 Degrees from Vertical Position
2. Left Seat Back Reclined to Horizontal Position
3. Ratchet End of Right Hinge Stop Bracket in Raised Position
4. Seat Back Stud
5. T Slot in Hinge Stop Bracket Ratchet (Right)

FIGURE 7—*Removing Reclining Seat Back from Seat Bottom Frame Center Hinge.*

Lift seat back from forward position up to 45 degrees from vertical position (Item 1, Fig. 7). Hold ratchet end of hinge stop bracket as shown so the seat back stud will slide to bottom of T slot when the seat back is raised.

Now lift ratchet end of hinge stop bracket which will cause the seat back stud to disengage from the T slot in the bracket to the inside edge of the bracket.

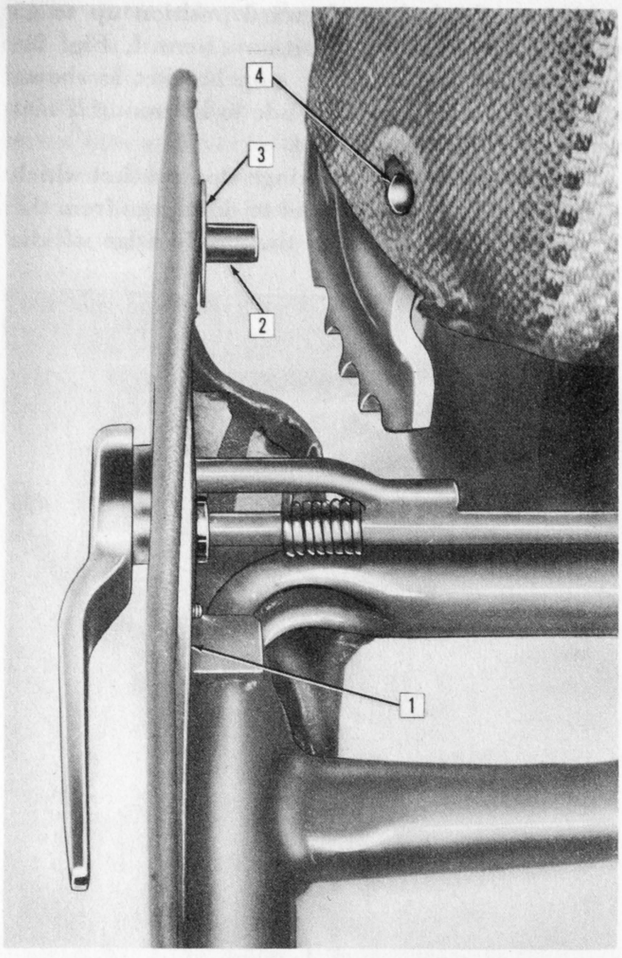
Lift the inside edge of seat back from seat bottom frame center hinge, Figure 8.



1. Seat Back Stud
2. Fibre Washer

FIGURE 8—*Lifting Inside Edge of Seat Back from Seat Bottom Frame Center Hinge.*

Then move the complete seat back inward and toward center of seat to release the seat back outer bracket from the seat bottom frame side wing hinge pin, Figure 9.



1. Seat Bottom Frame Bracket Assembly outer (Right) Welded to Seat Bottom Frame
2. Hinge Pin Welded to Bracket
3. Fibre Washer
4. Socket in Seat Back Outer Hinge Bracket Assembly (Right)

FIGURE 9—*Removing Outer Side of Seat Back from Seat Bottom Frame Outer Hinge Pin.*

RECLINING SEAT BACK ADJUSTER ASSEMBLY

Reclining Seat Back Handle

The reclining seat back handle (Item 1, Fig. 4) is inserted over the forked ends of the adjuster rod from the outside of the seat side wing, through to the inside of the seat bottom frame outer bracket assembly, and is retained by a snap ring or cotter pin (Fig. 10).

To remove either right or left handle, remove the front seat cushion and remove the snap ring or cotter pin.

Reclining Seat Back Adjuster Rod

The reclining seat back right and left adjuster rods are mounted to the seat bottom frame assembly. They are retained on the outside edge of the seat

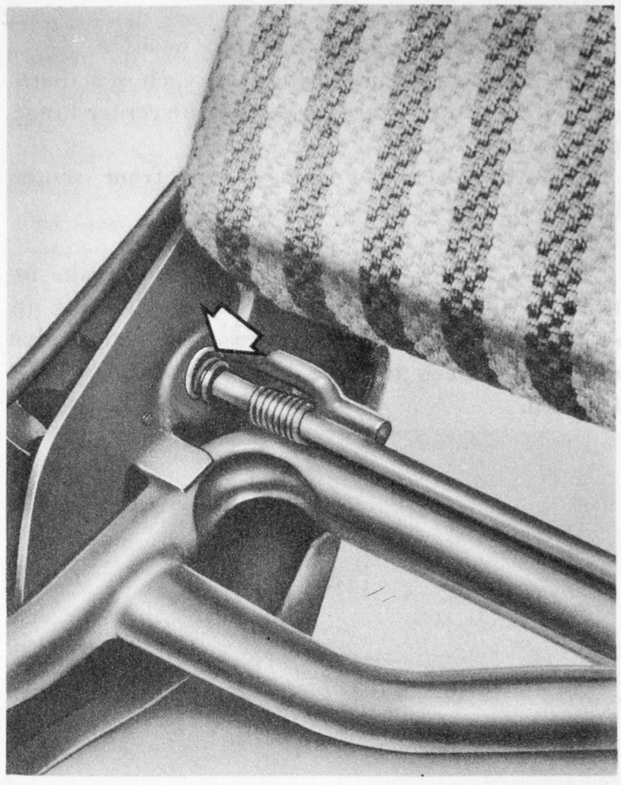


FIGURE 10—*Reclining Seat Handle Retaining Snap Ring.*

by the reclining seat back handles and to the center hinge assembly by two snap rings.

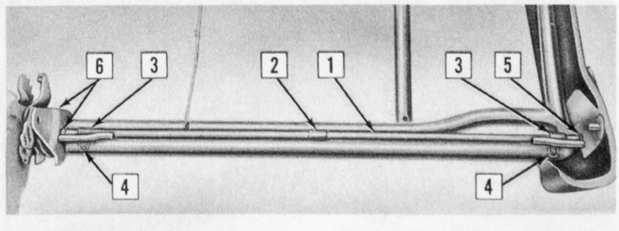
Each adjuster rod operates independent of the other, and either rod can be removed separately.

The adjuster rods can be removed from the seat bottom frame without removing the seat back assembly.

Seat Adjuster Rod Removal

Remove handle, adjuster rod spring screws, and adjuster rod inner snap ring (Figs. 11 and 12).

Hold ratchet end of hinge stop bracket in raised position (Item 1, Fig. 13) and tap adjuster rod to center of center hinge about ½ inch.



1. Reclining Seat Back Adjuster Rod (Right Side)
2. Adjuster Rod Support (Welded to Bottom Frame)
3. Adjuster Rod Springs
4. Adjuster Rod Spring Screws
5. Handle Retaining Snap Ring or Cotter Pin
6. Adjuster Rod Retaining Snap Rings at Center Hinge

FIGURE 11—*Reclining Seat Back Adjuster Rod Mounted to the Seat Base Assembly (Right Side Shown).*

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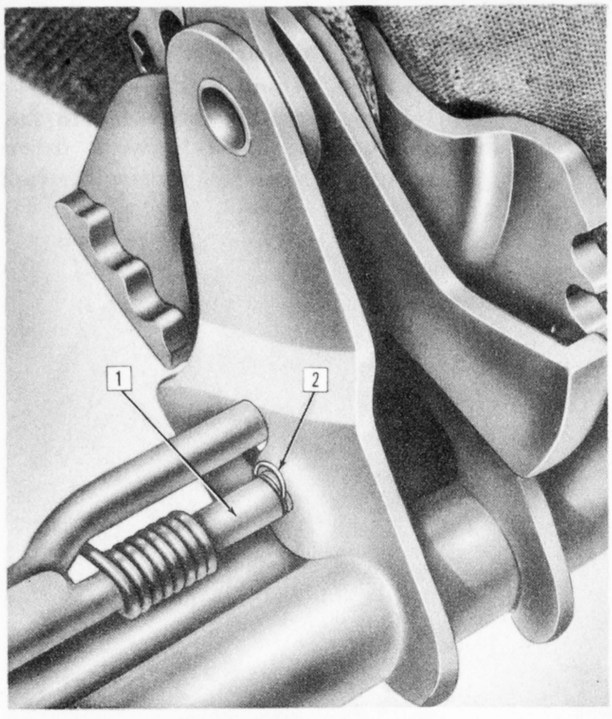
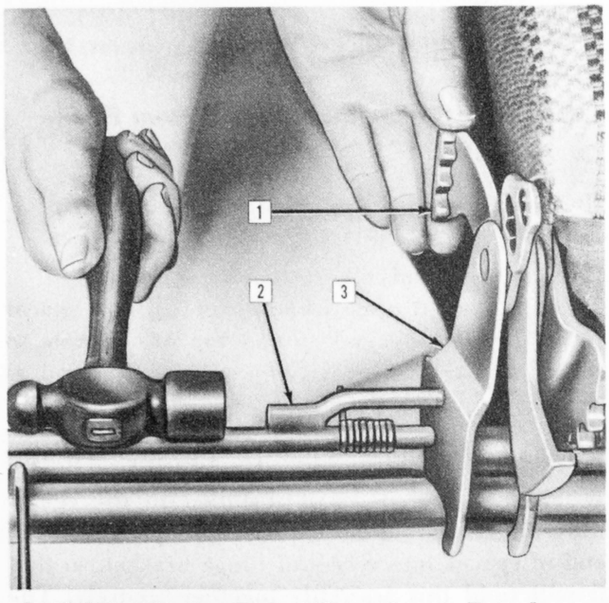


1. Seat Adjuster Rod
2. Seat Adjuster Rod Inner Snap Ring

FIGURE 12—*Removing Seat Adjuster Rod Inner Snap Ring at Center Hinge.*

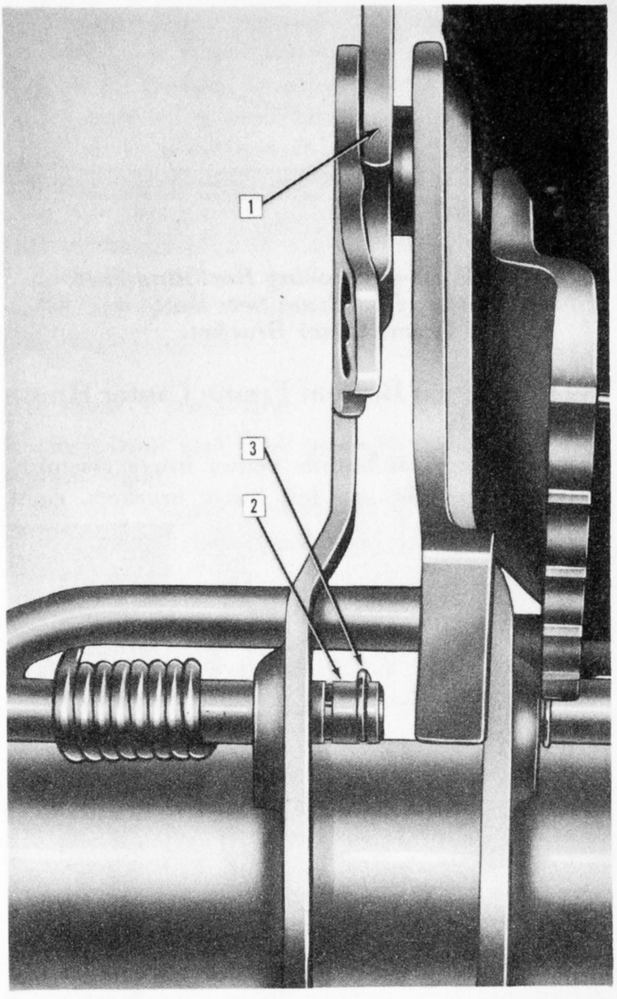


1. Holding Ratchet End of Hinge Stop in Raised Position
2. Tapping Adjuster Rod to Center of Center Hinge Bracket
3. Center Hinge Bracket

FIGURE 13—*Moving Adjuster Rod for Removal of Outer Snap Ring.*

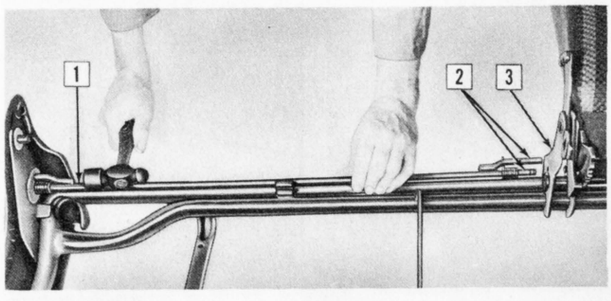
Remove the outer snap ring (Fig. 14).

Tap adjuster rod toward outer seat side wing until inner ends of adjuster rods are removed from center hinge bracket (Fig. 15).



1. Hinge Stop Bracket in Raised Position
2. Adjuster Rod Moved ½ Inch to Center of Center Hinge
3. Outer Snap Ring Extended from Outer Groove in Adjuster Rod

FIGURE 14—*Adjuster Rod Moved ½ Inch to Center of Center Hinge For Removal of Outer Snap Ring.*



1. Tapping Adjuster Rod Toward Outer Seat Side Wing About 1 Inch
2. Ends of Adjuster Rod Removed From Center Hinge
3. Center Hinge Bracket

FIGURE 15—*Moving Reclining Seat Back Adjuster Rod From Center Hinge Bracket.*

Remove adjuster rod from seat bottom frame outer bracket (Fig. 16).

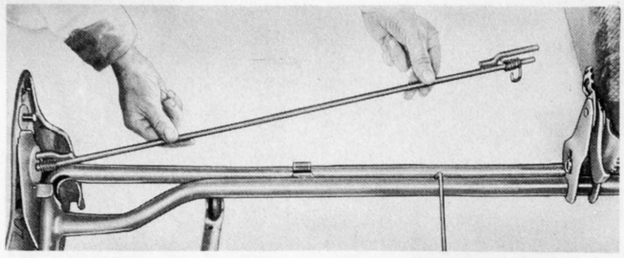
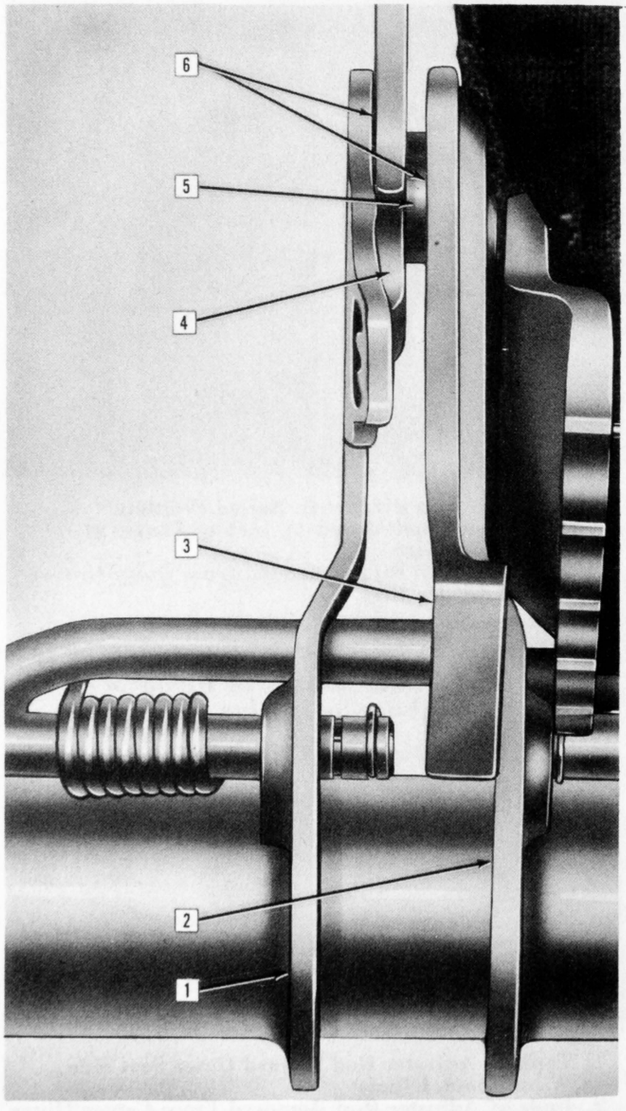


FIGURE 16—*Removing Reclining Seat Adjuster Rod From Seat Bottom Frame Outer Bracket.*

Reclining Seat Bottom Frame Center Hinge Assembly

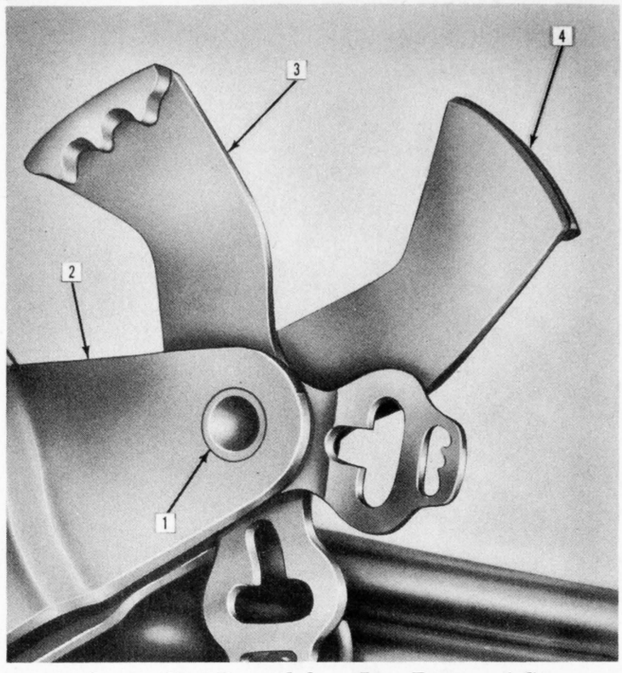
The reclining seat bottom center hinge assembly includes the right and left hinge brackets, right and left stop brackets with two washers, all joined together at the top with a spacer which is peened over at each end (Figs. 17 and 18).

The bottom of this assembly is welded to the seat bottom frame.



1. Hinge Bracket, Right, Welded to Seat Frame
2. Hinge Bracket, Left, Welded to Seat Frame
3. Hinge Stop Bracket, Left
4. Hinge Stop Bracket, Right
5. Hinge Spacer
6. Hinge Spacer Washers

FIGURE 17—*Reclining Seat Bottom Frame Center Hinge Assembly.*



1. Spacer End Peened Over Into Recess of Center Hinge Bracket
2. Center Hinge Bracket
3. Center Hinge Stop, Right
4. Center Hinge Stop, Left

FIGURE 18—*Reclining Seat Bottom Frame Center Hinge Spacer.*

Removal of Center Hinge Spacer and Stop Brackets

Remove right and left seat back assemblies.

Carefully drill out peened over ends of spacer (Item 1, Fig. 18) and spread top of brackets so spacer and center hinge stops can be removed as one assembly.

Reassembly of Spacer in Center Hinge

When the new spacer is installed in the center hinge, care should be exercised in peening each end of spacer into recess of hinge bracket, so that it will hold this assembly together securely. The hole in this spacer must not be distorted as the center hinge pin shown (Item 4, Fig. 6) is inserted through the spacer to fasten the seat backs to the center hinge.

FRONT SEAT BACK UPHOLSTERY ASSEMBLY AND SPRING

Front Seat Back Upholstery Assembly

The upholstery on the back of the front seat back is referred to as the front seat kick pad (Fig. 19).

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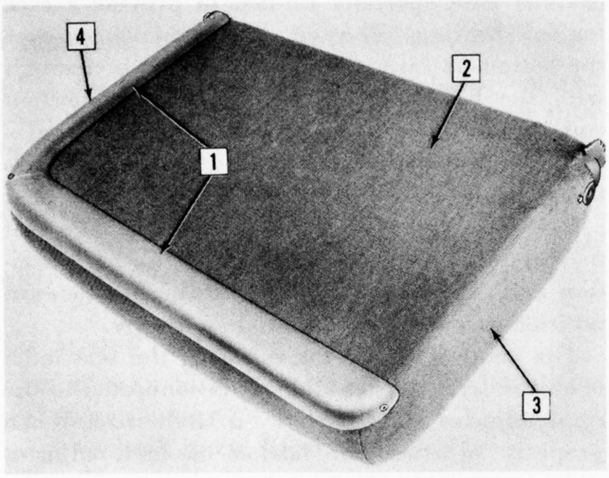
The upholstery on the front of the front seat back is referred to as the front seat back upholstery (Fig. 20).

The upholstery on the ends of the seat back, which is sewed to the kick pad and front seat back, is in two sections:

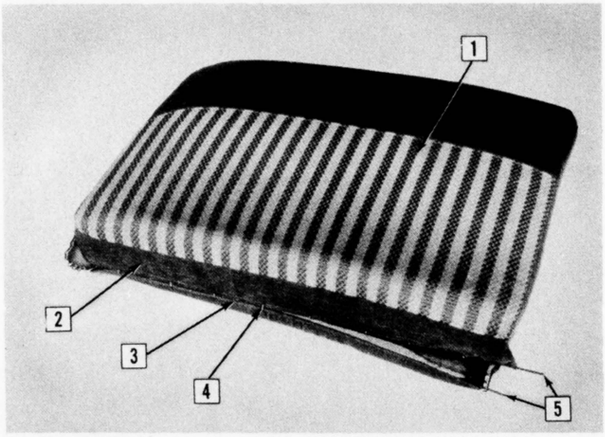
Front seat back outside facing (Fig. 19).

Front seat back inside facing (Fig. 19).



1. Front Seat Back Trim Rail
2. Front Seat Back Kick Pad
3. Front Seat Back Inside Facing
4. Front Seat Back Outside Facing

FIGURE 19—*Front Seat Back Upholstery Assembly, Right Reclining Seat Back Custom Model Shown.*



1. Front Seat Back Upholstery
2. Front Seat Back Upholstery Listing
3. Front Seat Back Kickpad Listing
4. Hog Rings
5. Listing Wires

FIGURE 20—*Front Seat Back Upholstery Assembly Front View (Right Reclining Seat Back Custom Model).*

The front seat back upholstery, kickpad and facings are sewed together to form the front seat back upholstery assembly.

This assembly is removed from and installed on the seat back frame and spring assembly as one unit on all types of front seat backs.

The upholstery assemblies are not interchangeable due to difference in size and pattern. The removal and installation procedure is the same after the seat backs are removed from the seat bottom frame.

Each type of seat back has two listing wires which are fastened together at the bottom with hog rings (Fig. 20).

Removal Procedure

Remove front seat back assembly from front seat bottom frame.

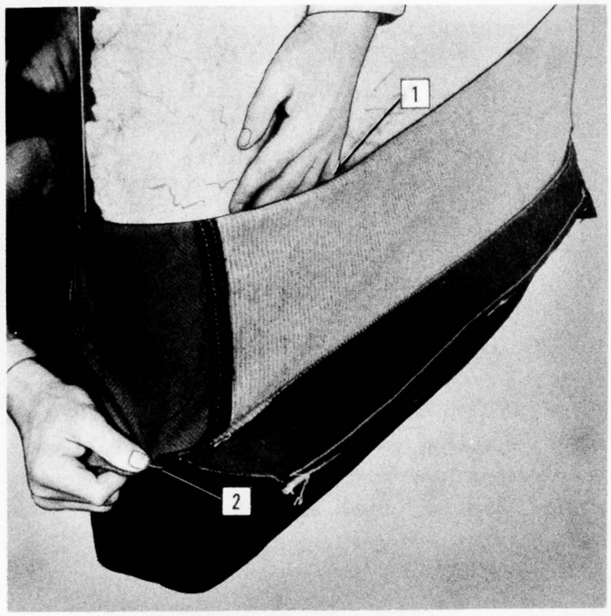
Remove kickpad trim rail (Fig. 19).

Remove hog rings from listing wires at bottom of seat back.

Remove listing wires from upholstery.

Lift upholstery over seat back inside pivot pin.

Fold upholstery assembly and remove as a unit from top of front seat frame and spring assembly, holding cotton pad to prevent tearing pad (Fig. 21).



1. Holding Pad Assembly
2. Folding Upholstery Assembly from Front Seat Back Frame and Spring Assembly

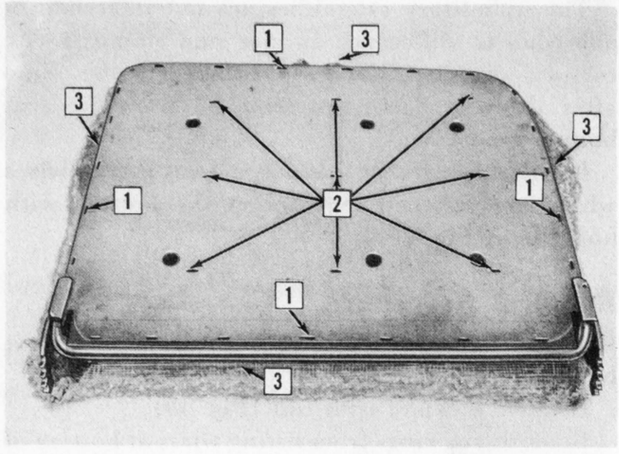
FIGURE 21—*Removing Upholstery Assembly from Front Seat Back Frame, Spring, and Pad Assembly.*

Front Seat Back Frame, Spring and Pad Assembly

A masonite spring support panel is stapled to the back side of the front seat back tubular frame.

The front seat back spring assembly is stapled to the masonite spring support.

The combination spring pad and cotton topper pad is fastened to the spring border wires with hog rings (Fig. 22).



1. Staples, Masonite Spring Support Panel to Tubular Frame Around Outer Edge
2. Staples, Center Section, Spring Assembly to Masonite
3. Hog Rings, Pad Assembly to Spring Border Wire (Around Outer Edge)

FIGURE 22—*Reclining Seat Back Frame, Spring and Pad Assembly (Rear View).*

To remove the pad, after removing the seat back from the seat base and upholstery from seat back, cut the hog rings holding the pad to the spring border wire and lift pad from springs.

To remove the seat back springs, cut wire stitching holding spring to masonite spring support. (These may be cut from the back side of the masonite spring support).

To install new springs, use a small wire the same diameter as original staples and cut in two inch lengths. Insert both ends of wire through holes used for original staples in the masonite support. Then twist the wire over spring base supports from inside of spring assembly, cutting off ends of wire.

In case a new seat back assembly has been installed, drill or punch small holes with ice pick.

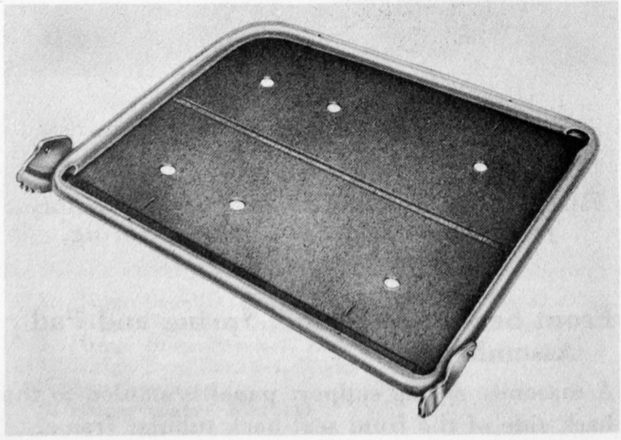


FIGURE 23—*Reclining Front Seat Back Frame Assembly (Front View Right Side Shown).*

The front seat back frame assembly as shown (Fig. 23) and the complete spring assembly is treated against possible friction or spring movement noise by the application of flocking material to a rubber adhesive base.

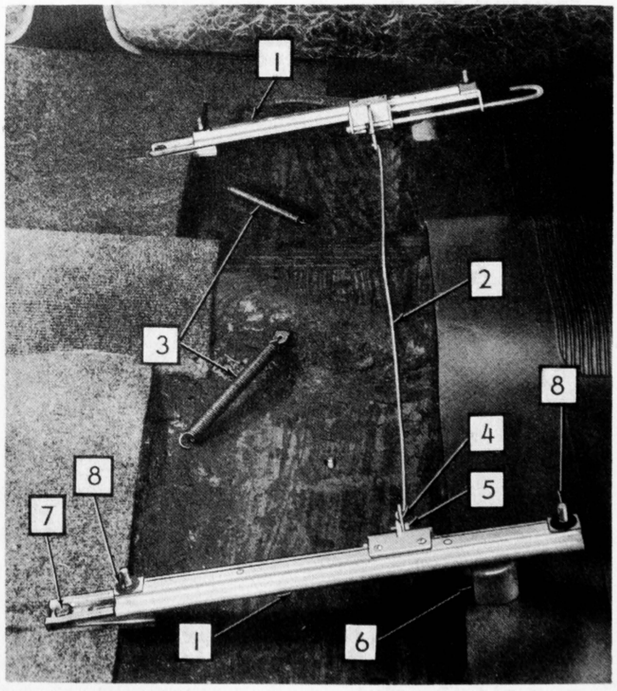
FRONT SEAT ADJUSTER

Each front seat adjuster slide has two pieces of channel steel specially formed to provide a race for ball bearings. The top channel is flanged over the bottom to form the union of the two channels with the ball bearings between them. Sufficient compression is created on the ball bearings to produce constant tension, yet permitting the channels to operate in a sliding action on the ball bearings.

Each adjuster slide has its own latch. The seat may be locked on both sides in the full back position and about every half-inch to the full forward position—a distance of about four inches.

The control handle for releasing the seat latch is on the left adjuster slide. It is connected to the right adjuster slide latch by a latch wire. When properly adjusted, the latches on both adjuster slides operate simultaneously.

A coil spring from the latch lock lever on each adjuster slide maintains constant pressure on the latch lock lever keeping it in a locked position on



1. Seat Adjuster Slide, Right and Left
2. Latch Wire
3. Springs
4. Right Adjuster Slide Latch
5. Latch Lock Screw
6. Seat Adjuster Spacer
7. Seat Adjuster to Floor Screw
8. Concave Washers

FIGURE 24—*Front Seat Adjusters Mounted to Body Floor.*

SEAT ASSEMBLIES AND ADJUSTERS
("Ambassador" And "Statesman" Series)

the seat adjuster slide, preventing any movement in the adjuster slide until the lock lever is released by the adjuster handle.

Two coil springs are hooked to the body floor and to the rear of the seat base to assist in the forward movement of the seat assembly. They also compensate for the natural lift in the seat as it is elevated in the forward movement (Fig. 24).

Removing Right or Left Adjuster Slides

After the front seat assembly has been removed from the adjuster slides, remove rear adjuster slide to floor screw.

Slide adjuster to rear and remove front adjuster slide to floor spacer screw.

Turn adjuster slide sideways and remove latch wire end from adjuster slide latch on right side.

To Install Adjuster Slide

Turn adjuster slide sideways and install latch wire as shown in Figure 25.

Loosen latch screw (Item 3, Fig. 25).

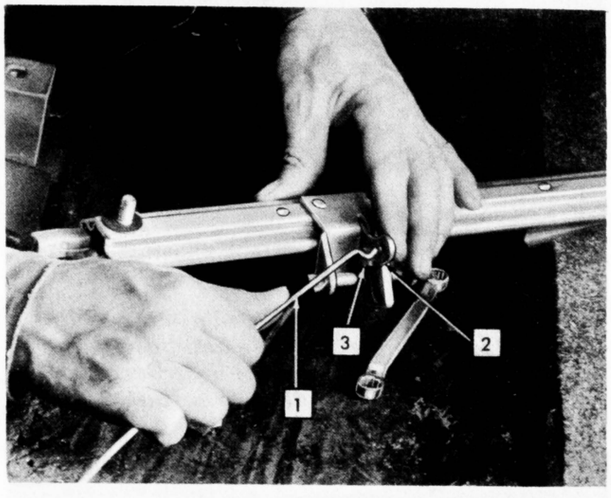
Install screws holding adjuster to floor.

Move both seat adjuster slides to the forward position with latch locked in place on each slide.

Push latch toward slide and tighten latch lock screw.

Operate handle (on left slide) to see if it will release latch on right slide. If not, make closer adjustment.

Install seat assembly.



1. Latch Wire
2. Latch
3. Latch Lock Screw

FIGURE 25—*Installing Latch Wire in Latch Right Seat Adjuster Slide.*

Maintenance

The seat adjuster slides must be cleaned periodically and lubricated for ease in adjusting the seat. They should be cleaned with gasoline, blown dry with air hose, and lubricated with lubriplate using a small brush.

REAR SEAT BACK ASSEMBLY

Two types of rear seat back assemblies are used. Full solid seat back assembly without folding center arm rest on Super Models, and sectional type on Custom Models.

The solid rear seat back without arm rest may be upholstered in either cloth or leather. The springs are one unit for the complete width of the body and when all padding and upholstery is installed to the spring assembly, the complete rear seat back assembly is installed into the body as one unit.

The sectional rear seat backs on Custom Sedans are in three individual assemblies, right seat back assembly, folding center arm rest assembly, and left seat back assembly.

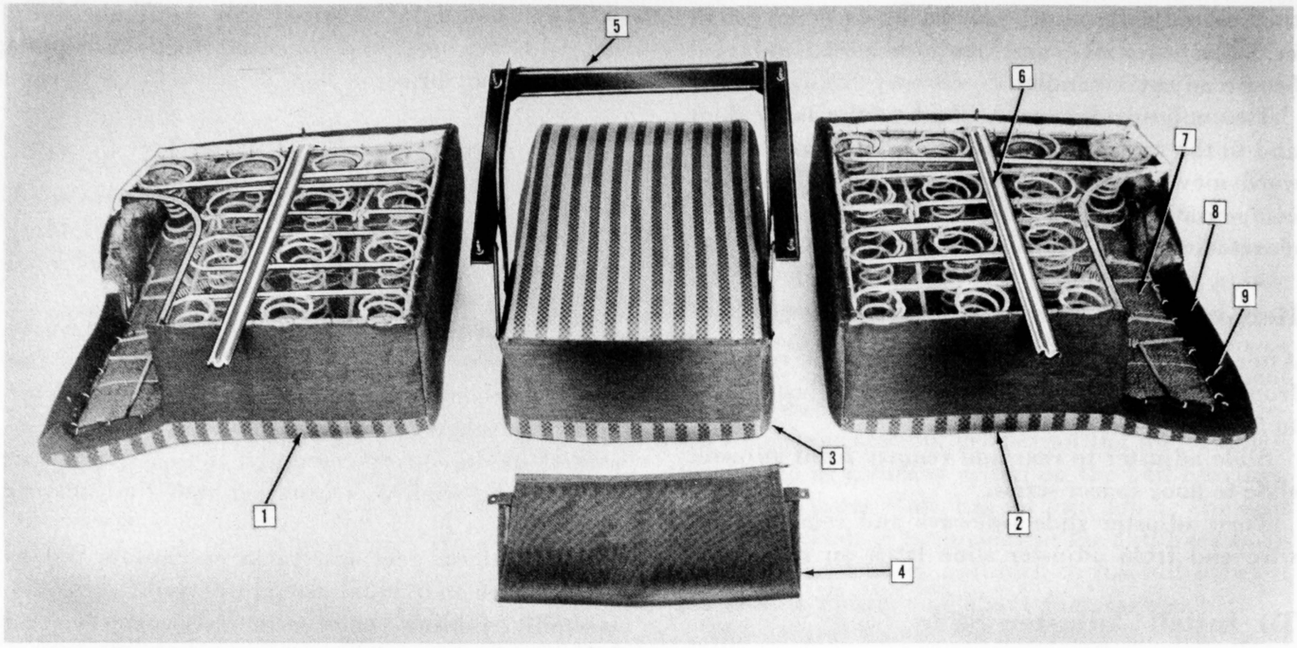
1. Seat Back Assembly (Right)
2. Seat Back Assembly (Left)
3. Folding Arm Rest Assembly

FIGURE 26—*Sectional Rear Seat Back Assembly (Four Door Custom Model Shown).*

The seat back upholstery is fastened to the spring border wire with hog rings (Item 9, Fig. 27).

The combination spring pad and cotton topper pad is fastened to the springs with hog rings. Hog rings are not visible until upholstery is removed.

The spring assembly is treated to prevent possible friction or spring movement noise by the application of flocking material to a rubber adhesive base. Each spring assembly has a center support that rests against the shelf panel and body floor (Item 6). This support in addition to the



1. Left Seat Back Assembly
2. Right Seat Back Assembly
3. Folding Arm Rest Assembly
4. Folding Arm Rest Flap Assembly
5. Folding Arm Rest Hinge Assembly
6. Seat Back Spring
7. Seat Back Combination Pad
8. Upholstery
9. Hog Rings Upholstery to Spring

FIGURE 27—*Sectional Rear Seat Back Assembly (Rear View).*

body shelf supports provides a solid base for the spring assembly.

The center arm rest is fastened to the hinge assembly with screws on each side. The upholstery is tacked to the wood foundation of the spring assembly.

The arm rest can be removed from the hinge assembly without removing the complete assembly from the car. When the arm rest is in the lowered position (Fig. 26), the screws holding the arm rest to the hinge assembly are accessible.

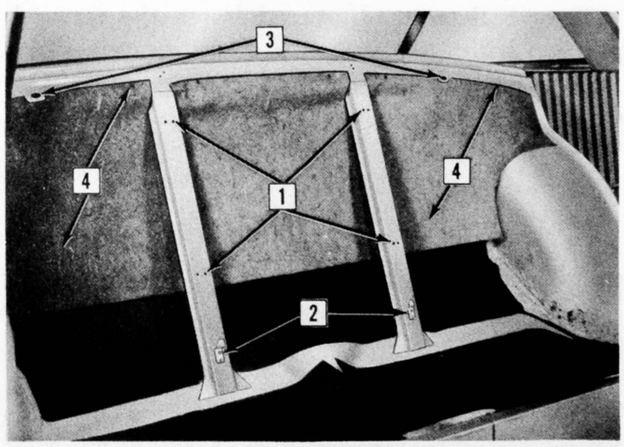
Fastening Seat Back Assemblies to Body

All rear seat back assemblies except folding arm rest type are set into clips on the shelf supports which serves as a support for the assembly. To hold these units to the body, there are studs on the top of the seat back springs which are inserted through holes in the flange of the rear window shelf (Fig. 28). Lock washers and nuts are installed on these studs from the trunk compartment (Fig. 29).

On Sectional assemblies, the folding arm rest frame studs are inserted through holes in the shelf supports (Item 1, Fig. 28) and fastened with washers and nuts from the rear. They are accessible only after the seat back assemblies are removed.

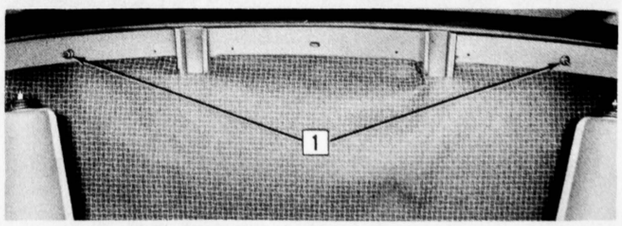
Seat Back Removal

Remove nuts and washers through trunk compartment on either seat back assembly to be removed (Fig. 29).



1. Holes in Shelf Supports For Fastening Folding Arm Rest Frame Studs
2. Clips on Shelf Supports
3. Holes in Flange of Rear Window Shelf Panel
4. Trunk Insulation Nailed to Shelf Panel Flange

FIGURE 28—*Rear Seat Back Fastening Clips and Holes in Shelf Flange and Supports for Fastening Studs on Seat Back Spring and Folding Arm Rest Assemblies.*



1. Studs From Right and Left Seat Backs

FIGURE 29—*Rear Seat Back Assembly Bolted to Flange of Rear Window Shelf in Trunk Compartment.*

SEAT ASSEMBLIES AND ADJUSTERS
("Ambassador" And "Statesman" Series)

Remove seat cushion from inside body.

Pull top of seat back from rear window shelf until stud is released.

Lift seat back upward releasing seat back from clip on shelf support.

Folding Arm Rest Removal

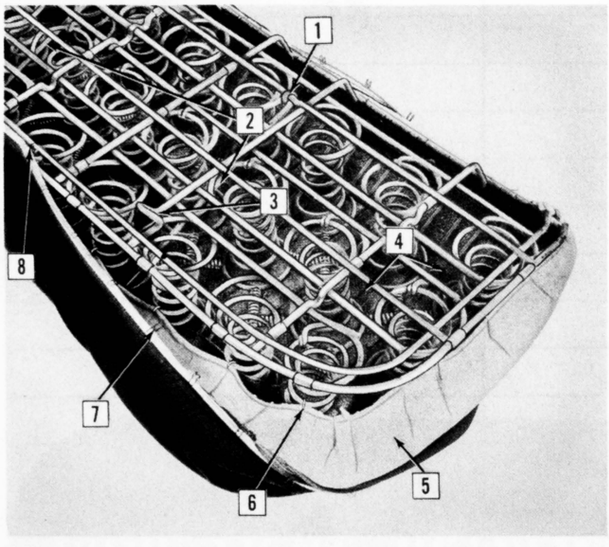
Both seat backs must be removed; then from inside the body, remove nuts and washers holding arm rest to shelf supports (Item 1, Fig. 28).

SEAT CUSHIONS

Two types of cushion assemblies are used, those with cotton pads and those with latex foam pads.

Cushion Springs

The front and rear seat cushion springs have three rows of large diameter coils crimped in channel retainers at the spring base. The tops of the coils are connected to each other by small crossed springs providing flexibility yet preventing tipping of the coils. The upper front border wire of the spring assembly is supported by diagonal brace wires connecting it to the spring base. The complete spring assembly is treated with flocking material applied to a rubber adhesive base. This is to prevent possible friction or spring movement noise (Fig. 30).



1. Front Seat Cushion Spring Assembly (Completely Insulated with Flocking Material)
2. Spring Diagonal Brace Wires
3. Cushion Stop
4. Pad Grille, (Burlap Base With Spring Wire Supports)
5. Foam Pad
6. Foam Pad Fastened to Springs With Hog Rings
7. Upholstery With Hook on Listing
8. Upholstery Hooked to Spring Border Wire

FIGURE 30—*Front Seat Cushion Assembly.*

Spring Pad Support Grille

A spring pad support grille assembly is installed on both front and rear seat cushion springs where foam pads are used (Item 4, Fig. 30).

The pad support grille is a series of spring steel wires interwoven into a burlap covering and when fastened to the top of the cushion spring border wires with hog rings. It forms a support for the pad preventing possible sagging of the pad between the coils.

Types of Pads

The cotton pads are a combination of a spring pad support grille, cotton spring pad and cotton topper pad. The spring pad support has a burlap base and the topper pad has a cloth covering. This complete assembly being stitched together then fastened to the spring border wire with hog rings, provides a good base and smooth surface for the upholstery.

On latex foam pad cushions, the spring pad support grille is fastened to the spring with hog rings before the latex foam pad is installed.

On cotton pad cushions, the spring pad support grille is a part of the cotton pad assembly.

Seat Cushion Upholstery Removal

Remove cushion from car and place on clean cloth or bench.

Unhook upholstery cover from spring border wire and remove.

Cushion Spring Removal after Removal of Upholstery

Cut hog rings from pad to spring (on cushions with combination pad).

Cut hog rings and remove spring border wire pad (on cushions with foam pad).

Cut hog rings and remove spring pad support grille (on cushions with foam pad).

NOTE: *When installing new springs, inspect and tighten all coil and diagonal brace wire clips. If necessary, install "C" clips over diagonal brace wire ends and border wires. Rough handling of springs in shipment, for service replacement, often loosens the clips, causing failure.*

Installing Front Seat Cushions and Rear Seat Cushion Four Door Models

The seat cushions should be set on the seat base then pushed back into place, applying pressure on the cushion bottom rail.

Care should be exercised not to allow cushion springs to contact the front top edge of the seat

riser side wing or damage and scuffing of the leather trim on the side wing will result.

CAUTION: *Do not apply pressure or pound on the top front border. This will loosen the diagonal brace wire anchorage, causing the front edge to collapse and the end of the diagonal brace wire to damage the pad and upholstery.*

Installing Rear Seat Cushion Two Door Models

Place the cushion stops on the inside edge of the cushion support, then push the back of the cushion down (See Caution Above).

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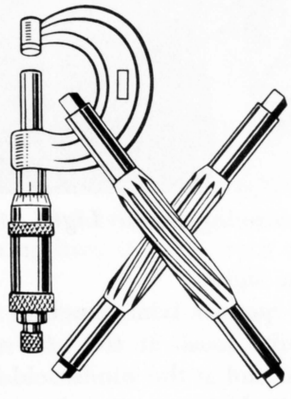

"AMBASSADOR" AND "STATESMAN" SERIES

DOME LIGHT—HEADLINING—BODY MAINTENANCE

DOME LIGHT 2

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BODY MAINTENANCE

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DOME LIGHT - HEADLINING - BODY MAINTENANCE

DOME LIGHT–HEADLINING BODY MAINTENANCE

("AMBASSADOR" AND "STATESMAN" SERIES)

DOME LIGHT

The dome light consists of two assemblies, the light base and the lens.

The light base assembly consists of the base reflector, bulb socket, and switch. The lens assembly consists of the glass lens mounted into a chrome frame.

The lens chrome frame has four prongs on the inner flange. These prongs fit over four convex projections in the base, under spring tension, which hold the lens to the base.

The base is set into and fastened to a dome light support bracket by sheet metal screws.

Removal Procedure

Insert a putty knife between the headlining and lens chrome frame about one-half inch; then pry frame and glass down and out of the base (Fig. 1). This will expose the dome light base fastening screws.

FIGURE 1—*Removing Dome Light Lens.*

HEADLINING REMOVAL

Remove the rear seat back and cushion assembly.

Remove the sun visors, rear view mirror, and windshield top and side finish mouldings (Fig. 2).

Remove the assist cords on the rear body pillar.

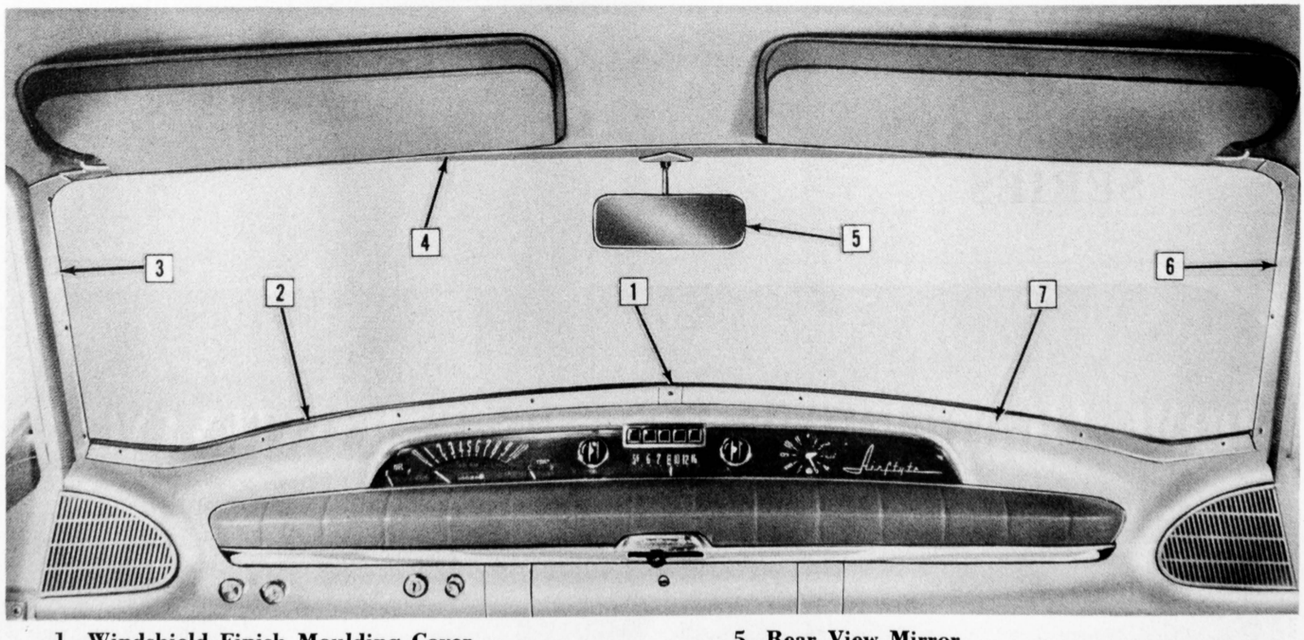
Remove the rear window upper and lower finish mouldings.

Remove the dome light.

Remove the side quarter trim panel.

Pull the headlining loose at the rear window where it is cemented and at the windshield header.

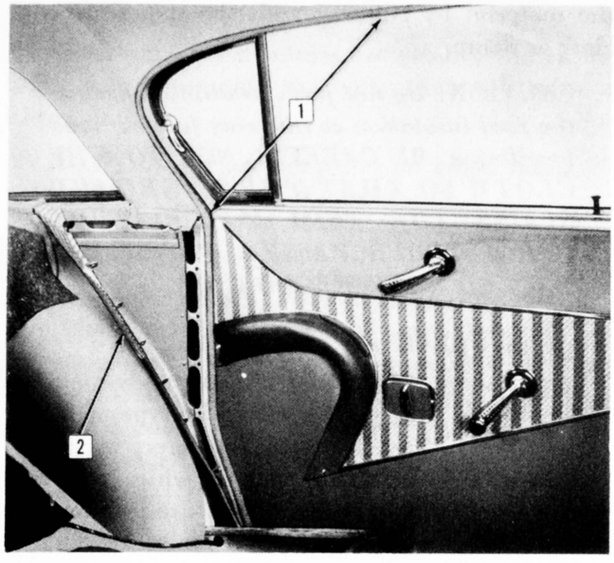
The headlining is held in position along the side roof rail and rear body pillar by a saw tooth metal retainer strip (Fig. 3).



1. Windshield Finish Moulding Cover
2. Windshield Finish Moulding Lower, Left
3. Windshield Side Finish Moulding, Left
4. Windshield Finish Moulding, Upper
5. Rear View Mirror
6. Windshield Side Finish Moulding, Right
7. Windshield Finish Moulding Lower, Right

FIGURE 2—*Parts to be Removed at Windshield for Headlining Removal.*

DOME LIGHT—HEADLINING—BODY MAINTENANCE
("Ambassador" and "Statesman" Series)

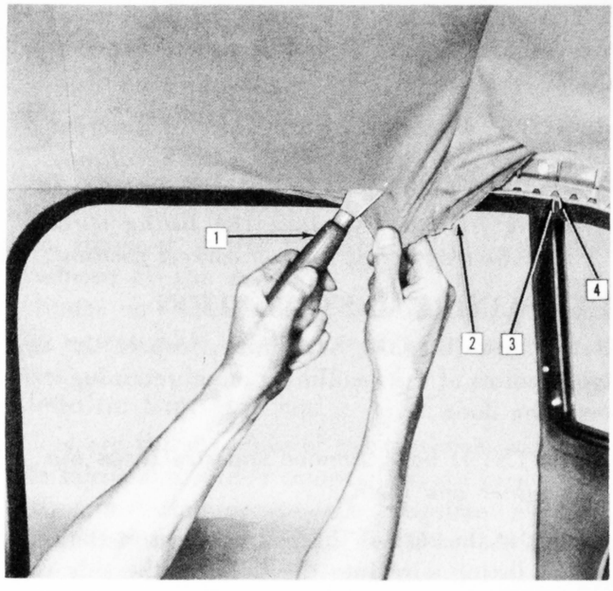


1. Headlining is Held in Position by a Retainer Along the Side Roof Rail and Rear Body Pillar
2. Side Quarter Trim Panel Removed

FIGURE 3—*Location of Headlining Retainer.*

Loosen the headlining at the front end of the retainer. Then with a dull putty knife, unhook the headlining from the saw teeth of the retainer (Fig. 4).

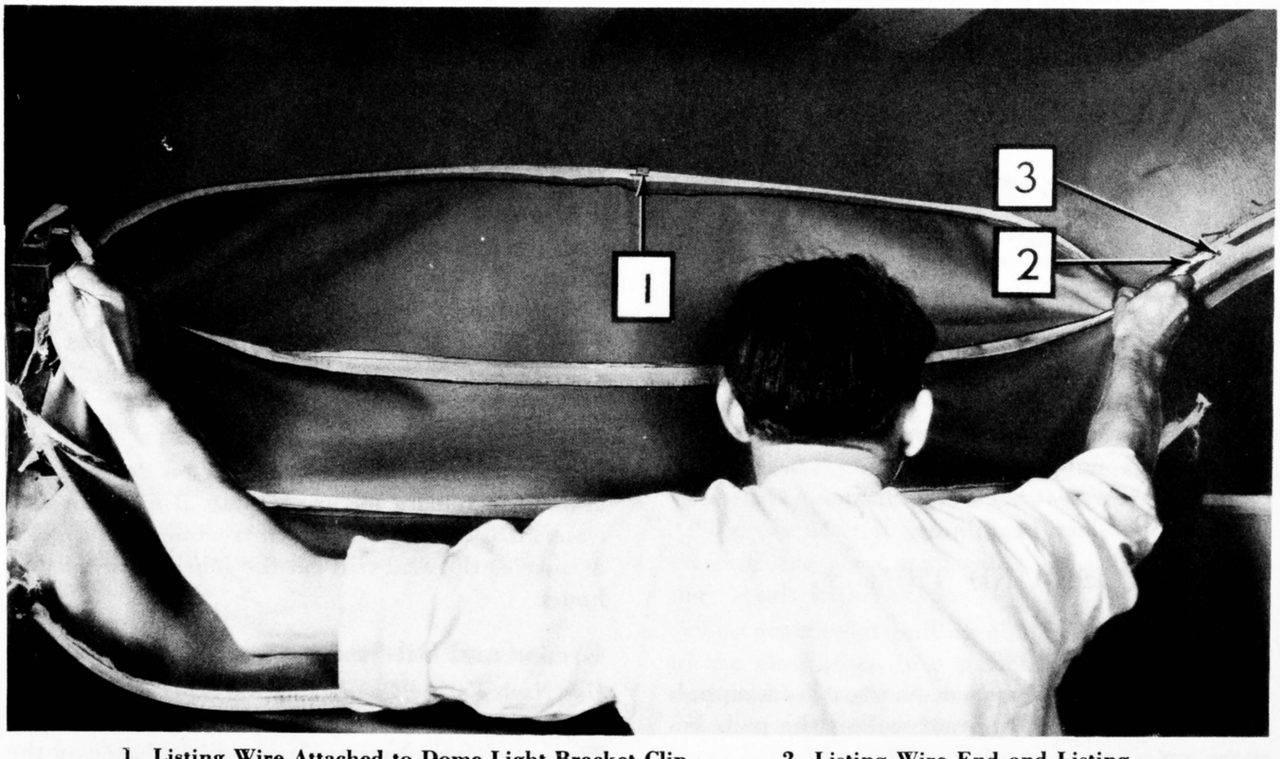
Push the headlining support listing wires toward the rear which will allow the arch to swing back and down.



1. Lifting Headlining Off Saw Teeth of Retainer
2. Pulling Headlining Down as it is Released From Retainer
3. Headlining Retainer
4. Saw Teeth on Inside of Retainer (Next to Body)

FIGURE 4—*Removing Headlining From Retainer.*

As each listing wire is swung back and down, spring each listing wire end from its socket or hole in the side roof rail (Fig. 5).



1. Listing Wire Attached to Dome Light Bracket Clip
2. Listing Wire End and Listing
3. Socket or Hole in Side Roof Rail for Listing Wire

FIGURE 5—*Removing or Installing Headlining Listing Wires to Side Roof Rail.*

The fourth listing wire from the front supports the dome light bracket and must be released from the bracket.

NOTE: *These listing wires are of different lengths and should be left in the headlining at the time of removal. When a new headlining is to be installed, the listing wires must be transferred to their correct position.*

HEADLINING INSTALLATION

Before installing the headlining, inspect the saw tooth points of the headlining metal retaining strip over the door.

NOTE: *If bent, remove and straighten the retainer and teeth.*

Start at the rear of the body and insert the ends of the listing wire into the holes in the side roof rails with the arch down (Fig. 5).

Swing the listing wire back and up against the roof. The number four listing wire from the front must be clipped to the dome light bracket.

The headlining must be centered to provide sufficient cloth on both sides. Spread a good rubber trim cement on ledge of the rear window.

Stretch the headlining slightly forward and tack it to the windshield header tacking strip.

Stretch the headlining slightly at the rear of the body and cement it to the rear window ledge and rear quarter body pillar. Trim off excess cloth.

Push the headlining behind the metal retainer with a dull putty knife so it hooks onto the teeth of the retainer on each side of the body along the side roof rails and rear quarter pillars (Item 1, Fig. 3).

NOTE: *Start at the rear listing and work at the end of each to the front, then between the listing wires so that the headlining is smooth and free from draws and wrinkles.*

Cut a hole in the headlining at the dome light bracket and install the dome light.

Install side quarter trim panels.

Install all finish mouldings, sun visors, assist cords, and rear seat back and cushion.

Brush and clean headlining.

BODY FINISH AND TRIM MAINTENANCE

Cleaning Upholstery

When cleaning seat cushion and seat back upholstery fabrics, do not saturate so that the pads become wet.

When removing spots from a headlining, do not rub against the nap. Should this happen, smooth the material by rubbing with the nap while the cloth is damp.

CAUTION: *Do not push headlining against the roof insulation as this may further stain headlining. BE CAREFUL NOT TO WET CLOTH SO THAT THE RAGBOARD STAINS THE TRIM MATERIAL ON UPHOLSTERED PANELS WHICH ARE BACKED WITH RAGBOARD.*

Type of Upholstery

When cleaning, removing spots, or renovating upholstery, it is necessary to know the type of fabric used. There are two types of upholstery used: flat fabrics which include broadcloth, whip cord, and leather, and mohair fabrics which are pile fabrics.

A flat fabric is one that is woven so that fibres lie flat, the sides of the many fibres forming the wearing surface. A pile fabric is woven so that the fibres stand erect. These ends form the wearing surface of the material.

Renovating Mohair Upholstery

If the car is trimmed with mohair upholstery, the fabric pile may, after a long period of time, become slightly flattened or "shiny". If this happens, restore the pile in the following manner:

Dampen a clean cloth and spread it over the pressed down portion of the upholstery. Then press a hot iron lightly over the cloth. This will drive the steam into the core of the resilient fibres and cause them to spring erect. Should the pile be crushed down badly, it may be necessary to repeat this operation several times.

REMOVING STAINS

When using cleaning fluids, dampen a clean cloth with the fluid and start rubbing lightly around the outside of the spot gradually working to the center. This method keeps the spot from spreading and is less likely to leave a ring. The following suggestions will be helpful in removing stains:

Battery Acid

Pour household ammonia directly on the spot and allow it to remain for one minute. Rinse with cold water. It is essential that such treatment be applied at once as the acid will eat the fabric within a few hours.

Grease and Oil Stains

Use Nash Fabric Cleaner. If the fabric is saturated with oil, pour cleaning fluid directly on the spot. Then soak it up by pressing a white blotter on the spot. Do this before cleaning with a cloth dampened with the cleaning fluid.

DOME LIGHT—HEADLINING—BODY MAINTENANCE
("Ambassador" and "Statesman" Series)

Blood Stains

Use cold water. If this does not remove the entire stain, pour ammonia on spot; then rub with a clean cloth.

NOTE: *Never use hot water on blood stains as this will only set the stain.*

Candy Stains

Use hot water on all candy stains that do not contain chocolate. If a chocolate stain, first rub out the stain with a clean cloth dampened with Nash Fabric Cleaner. Then scrape will a dull knife and rinse with cold water. In either case after the spot has dried, it is advisable to use Nash Fabric Cleaner.

CAUTION: *Avoid the use of hot water except where specifically recommended.*

Fruit Stains

Rub vigorously with a cloth dampened in hot water, and when dry, use Nash Fabric Cleaner.

Ice Cream

Follow the same procedure as for fruit stains.

Lipstick

Pour a small quantity of Nash Fabric Cleaner directly on the spot. Press a clean white blotter over the stain. Repeat this process using a new blotter each time until the stain is removed.

Nausea Stains

Use warm soapsuds. Sponge the stained area until stain is removed. Brush with a whisk broom with fibre pile when wet, and against the pile when dry.

Milk Stains

Follow the same procedure as for nausea stains.

Water Spots

Sponge the entire panel with a cloth dampened with cold water, and then sponge the spots with Nash Fabric Cleaner.

Chewing Gum

Moisten the gum with Nash Fabric Cleaner. Remove with a dull knife, and then finish with Nash Fabric Cleaner.

Cleaning Genuine Leather and Vinyl With Leather Grain Finish

The cause of stickiness and loss of luster on these types of upholstery is due largely to the use of polishes or cleaning preparations which injure the surface finish. To maintain a bright and clean finish on these types of upholstery, we suggest the following method:

Apply damp (not wet) cloth with Castile soap suds and rub the surface briskly. Next apply a moist cloth without soap. Finish by rubbing dry with a clean soft cloth. The gloss finish of the upholstery may disappear during the first operation. However, it will be restored by the friction produced by the dry cloth.

Under no circumstances use furniture polishes, oils, or varnishes on these types of upholstery.

Cleaning Rug Material

There are various types of rug materials, of these, pile fabric and rubber composition are used.

Rug material occasionally requires cleaning which may be done with a whisk broom or vacuum cleaner.

NOTE: *In some cases, the pile of the rug material is set into a rubber base and any fabric cleaner or gasoline may serve as a solvent which will cause the pile to be loosened and come out.*

To remove spots, use Ivory soap suds with a sponge, wiping off the suds with a dampened sponge. Do not use an excessive amount of water. When dry, brush with a whisk broom.

GLASS—CARE AND HANDLING

Cleaning Glass

Clean windshields and windows promote safety and comfort in driving. However, care in cleaning should be exercised.

Do not clean glass with a chamois or cloth which has been used to wash the car or has collected dirt and fine grit or sand. Such foreign materials will cause fine scratches in the glass, and in some cases, may obstruct the vision.

Glass Breakage

Care should also be exercised to prevent glass breakage. Avoid the use of any object which may cause chipping or breakage if it comes in contact with the edge of the glass.

The use of coat hangers or any hook over the edge of the glass may cause edge fractures and may result in breakage.

The practice of pulling doors closed by holding to the glass when in a partially lowered position may result in glass breakage. The glass may not crack immediately after the edge has been fractured but will crack from the fractured place when the least amount of strain is placed on the glass, like closing doors with glass partially lowered or

even in the full up position, without any movement of the car or glass.

Signs and Labels

Certain adhesive materials used for pasting signs or labels on the glass causes pits in the glass.

STAINLESS STEEL PARTS

Stainless steel parts, such as body belt and lower mouldings, rear window and windshield reveal mouldings, should be cleaned with Nash Chrome Cleaner. Under certain conditions of operation, a corrosion may develop on the stainless steel parts that will, if allowed to go without an occasional cleaning, result in a rusty appearance.

CHROME PLATED PARTS

Under normal conditions whereby chrome plated parts can be made without government restrictions, they should be wiped occasionally with a cloth dampened with light oil or kerosene. Corrosion spots or tarnish on chrome can be removed with Nash Chrome Cleaner.

NOTE: *Refer to special service release outlining Care and Maintenance Instructions — Subject: New Type Of Bright Finish On Plated Parts.*

PAINT—CARE OF FINISH

Nash built cars have enamel finish on body, hood, fenders, and all sheet metal parts. This finish is exceptionally durable and gives a beautiful high gloss. Under ordinary conditions, the finish will require but little attention to preserve it for a long period.

Washing

Frequent washings to remove salt, sulphur, and acid content foreign matter are necessary for the protection of the finish.

These damaging agents are apparent in dust or mud which may contain salt, calcium chloride, smoke-soot film, and fly ash which may contain sulphur, saps from various types of trees, and rain drops or dew from trees that have been sprayed which may contain acid. Any of these, if permitted to remain on the finish, will either discolor or cause blisters in any type of paint.

To avoid scratching the finish, the car should be washed rather than cleaned with a dry cloth. Wash the car only when it is out of the rays of the sun and after the metal surface has been allowed to cool. Use cold water and dry with a clean chamois.

Polishing

While this type of finish will maintain high gloss for a long period, it will be necessary at certain intervals, depending entirely on the climatic conditions to which the car is exposed, to clean the finish in a more thorough manner than is possible by washing. When the surface film, which will naturally accumulate, cannot be removed by washing, the finish should be cleaned with Nash Liquid Polish and Cleaner. Rub sufficiently to clean the surface thoroughly and follow with a soft dry cloth.

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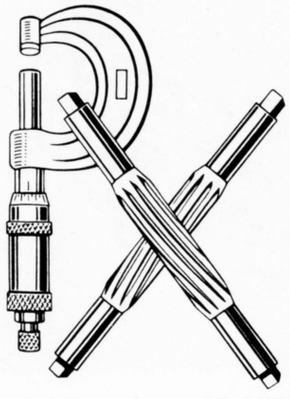

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MODEL AND BODY IDENTIFICATION

("RAMBLER" SERIES)

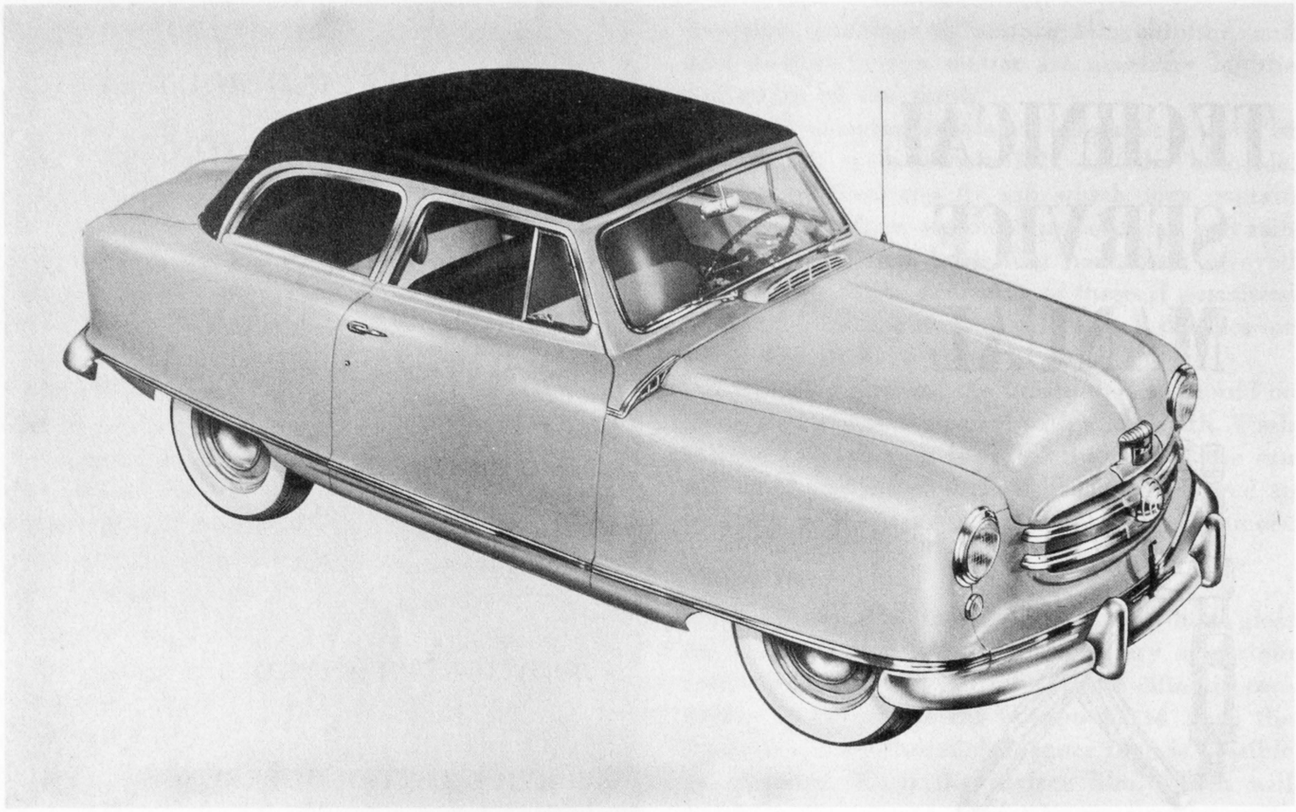


FIGURE 1—*"Rambler" Convertible—Top Raised (Model 5221 Shown)*

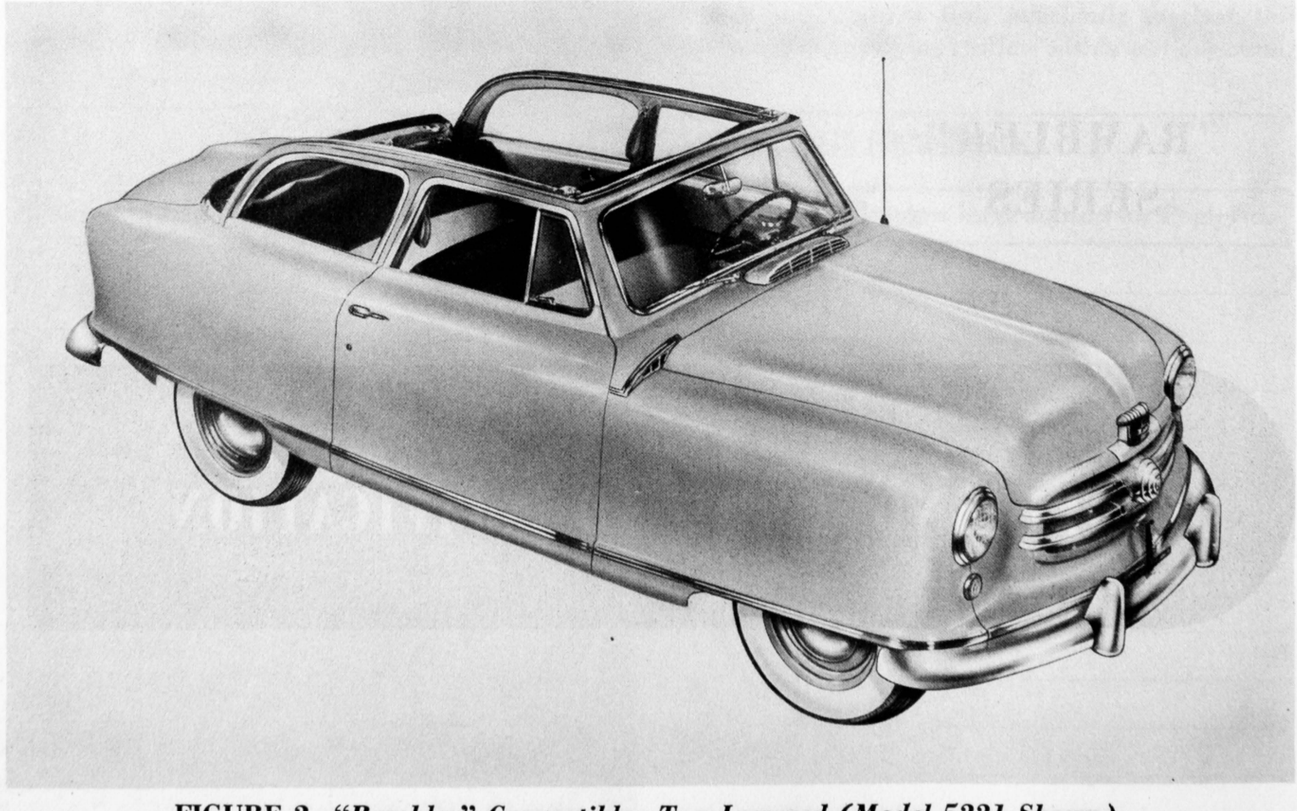


FIGURE 2—*"Rambler" Convertible—Top Lowered (Model 5221 Shown)*

MODEL AND BODY IDENTIFICATION
("Rambler" Series)

FIGURE 3—*"Rambler" Country Club*
(Model 5227 Shown)

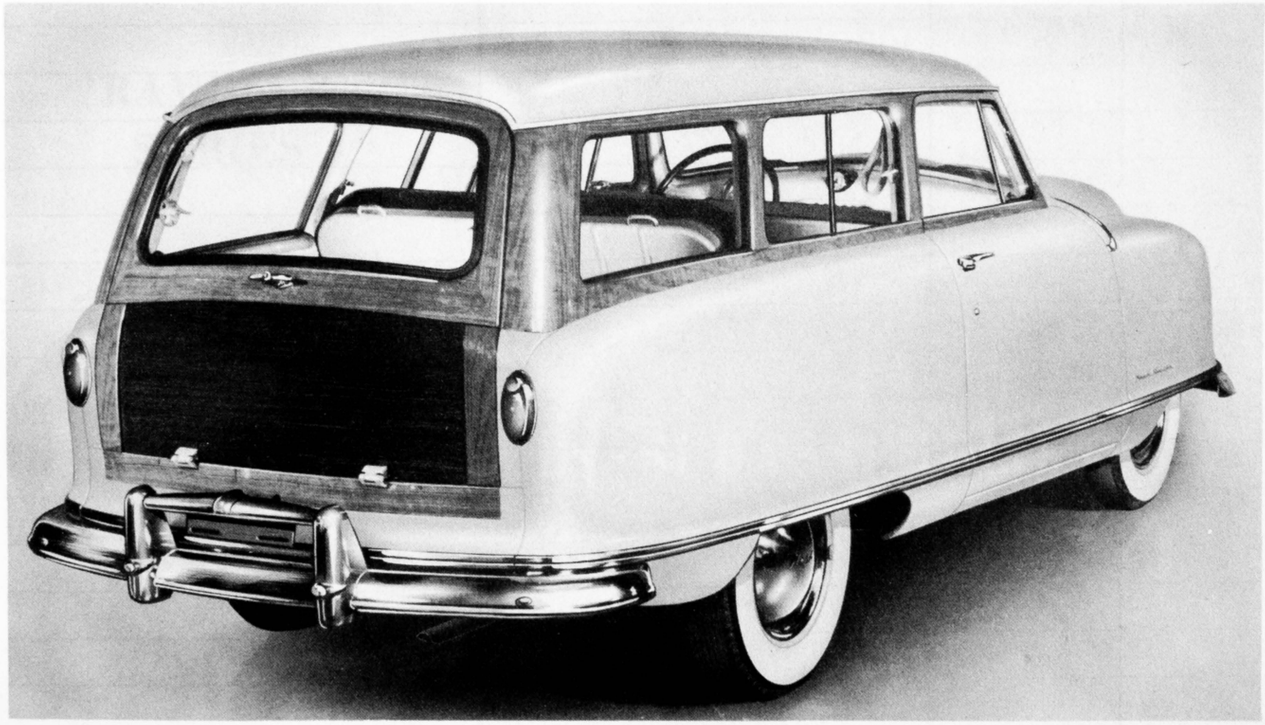


FIGURE 4—*"Rambler" Station Wagon (Model 5224 Shown)*

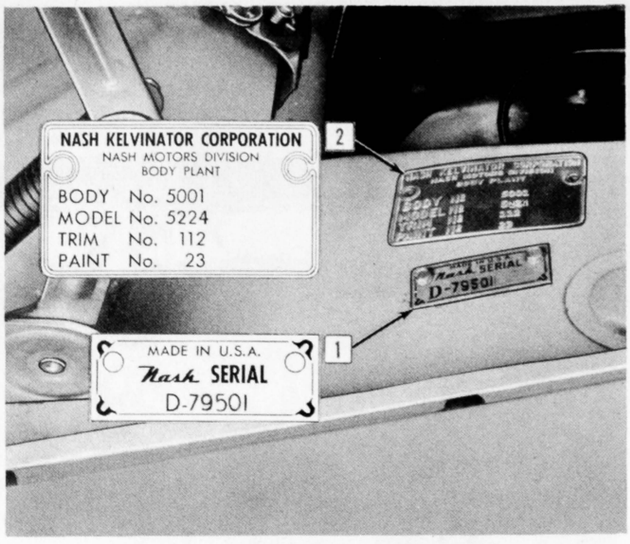
BODY IDENTIFICATION

"Rambler" Series bodies are identified by the car serial and body number plates located on a plate on the front wheelhouse panel at the right side under the hood (Fig. 5).

As illustrated below, the serial numbers are prefixed with the letter "D" as an identifying symbol for the "Rambler" Series.

The numbers on these plates must be given when any reference is made to the body, such as in ordering parts or material for the body.

Whenever reference is made to various parts of the body, both the name of the part and its location are very essential. For example, a door, seat cushion, seat back or fender should be referred to as right or left, front or rear.



1. Serial Number Plate
2. Body Number Plate

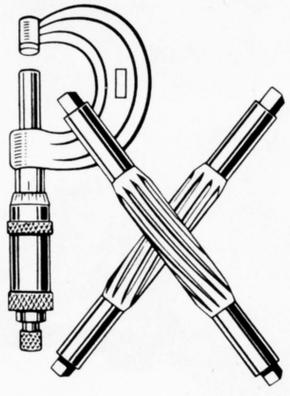
FIGURE 5—*Car Identification Plates*

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

BODIES—PANELS—SUBASSEMBLIES

BODIES, COMPLETE AND SKELETON 2

WELD JOINTS UNDERBODY FLOOR AND FRAME UNIT 3

INDIVIDUAL PARTS UNDERBODY FLOOR AND FRAME UNIT 4

BODY PANEL ASSEMBLIES
- Convertible 5
- Station Wagon 6
- Country Club 6

ROOF PANEL—REAR QUARTER SIDE ASSEMBLY 7

INDIVIDUAL PARTS
- Convertible 7
- Station Wagon 8
- Country Club 8

REAR BODY PANELS
- Station Wagon 9

REAR BELT RAIL CENTER PANELS—SHELF PANEL
- Country Club 9

DOORS AND DECK COVER (STAGE A OR SKELETON) 9

BODY FRAME DIMENSION CHART 11

SERVICE LETTER REFERENCE 12

BODIES - PANELS - SUBASSEMBLIES

BODIES–PANELS–SUBASSEMBLIES

("RAMBLER" SERIES)

BODIES—COMPLETE AND SKELETON

Complete Bodies

The "Rambler" Series bodies are available as a complete unit in all models, painted, with upholstery and hardware, without instruments and chassis parts.

Skeleton Bodies

These are available in all models as replacements when the car body is damaged beyond repair while the doors, trim material, hardware, and other parts may be repaired and reused. When this is the case, it is less expensive to use a "skeleton body" to which the undamaged or repaired parts are transferred.

NOTE: *Bodies, complete or skeleton, are normally available only during the production year for the model desired.*

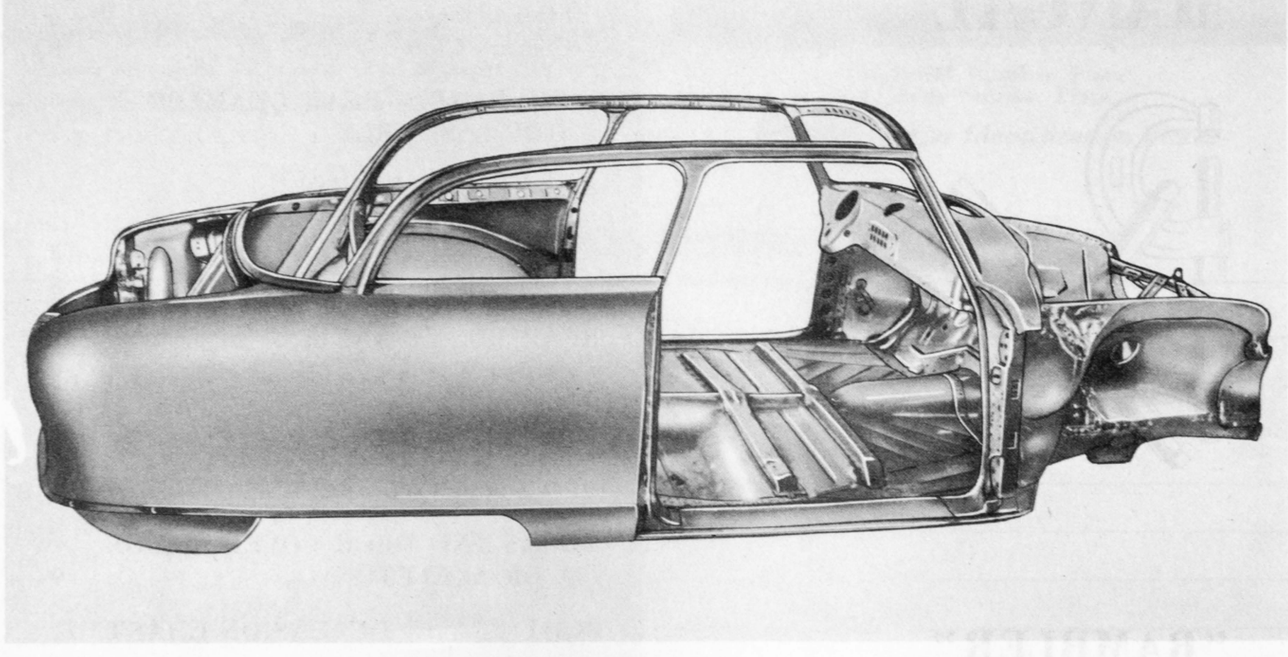


FIGURE 1—*Skeleton Body "Rambler" Convertible.*

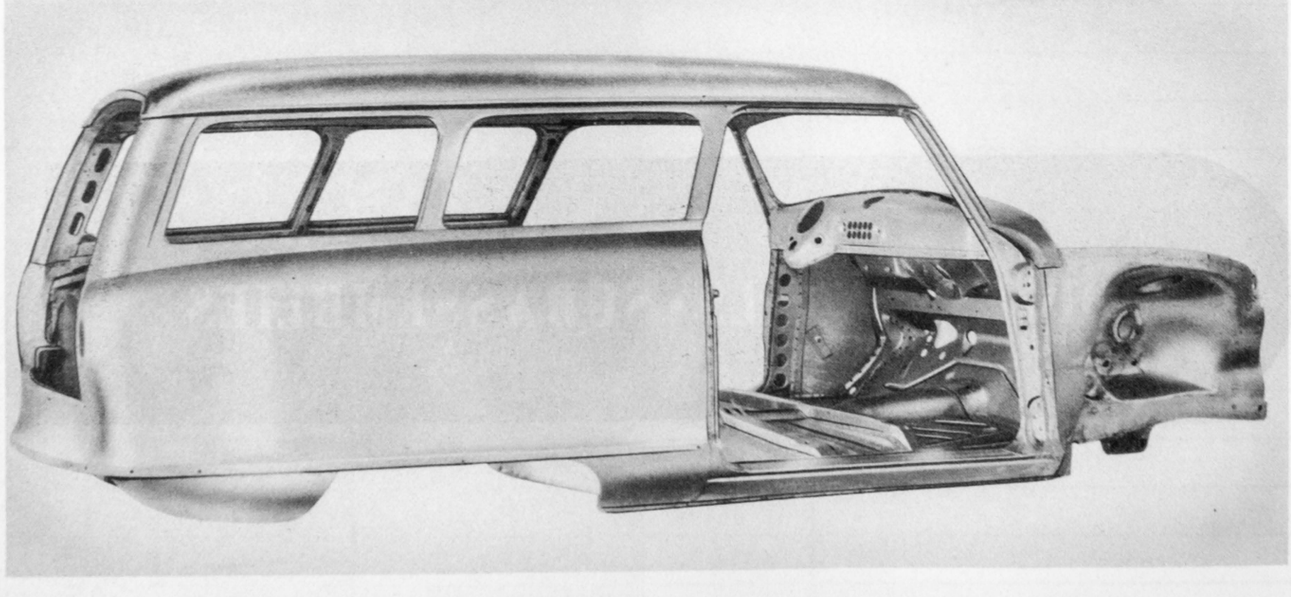


FIGURE 2—*Skeleton Body "Rambler" Station Wagon (Model 5224 Shown)*

BODIES — PANELS — SUBASSEMBLIES
("Rambler" Series)

WELD JOINTS UNDER BODY FLOOR AND FRAME UNIT

Many times, replacing damaged panels with new parts is less expensive than repairing the damaged section. Figure 3 shows the weld joints of the body floor and frame unit.

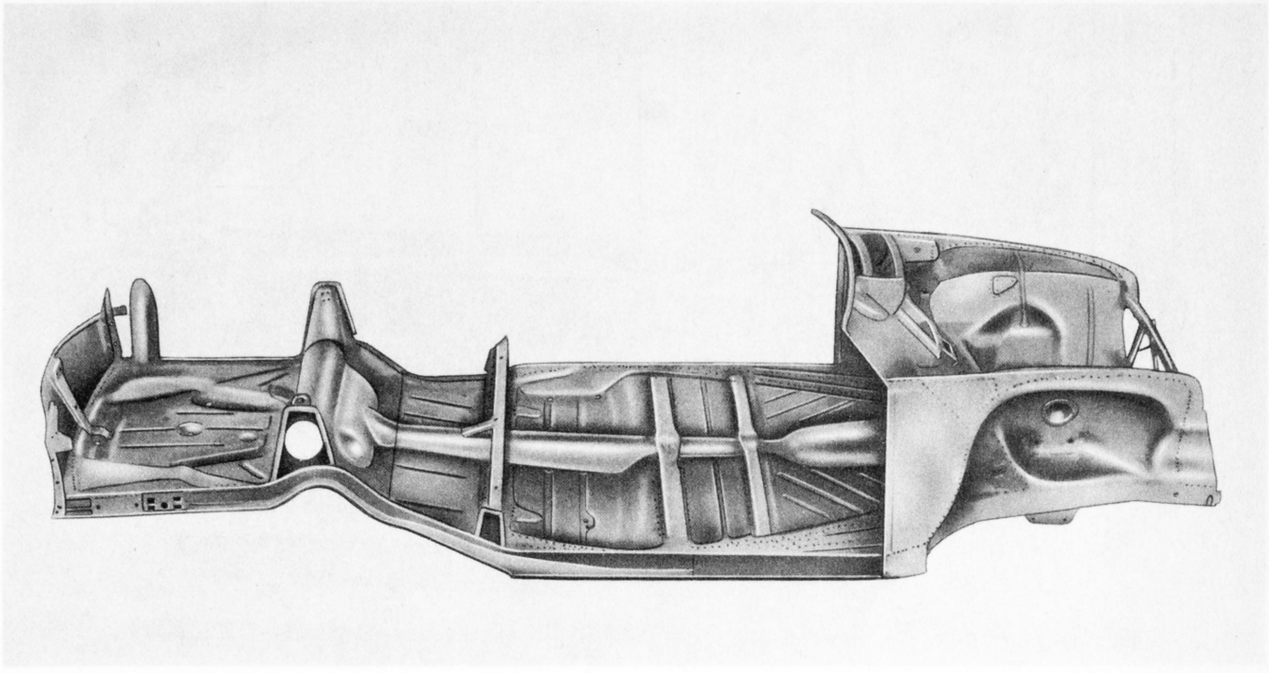


FIGURE 3—*Top View of "Rambler" Series Floor and Frame Unit Showing Individual Assemblies Welded Together, and Weld Joints of These Assemblies.*

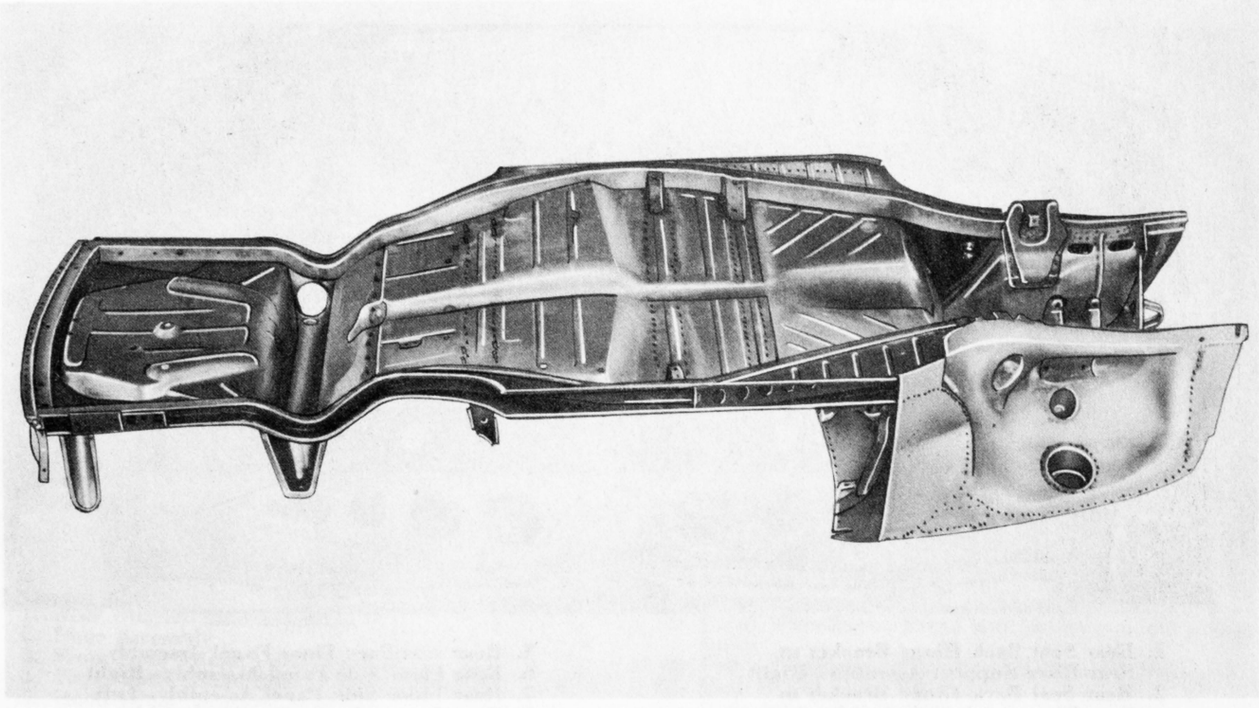
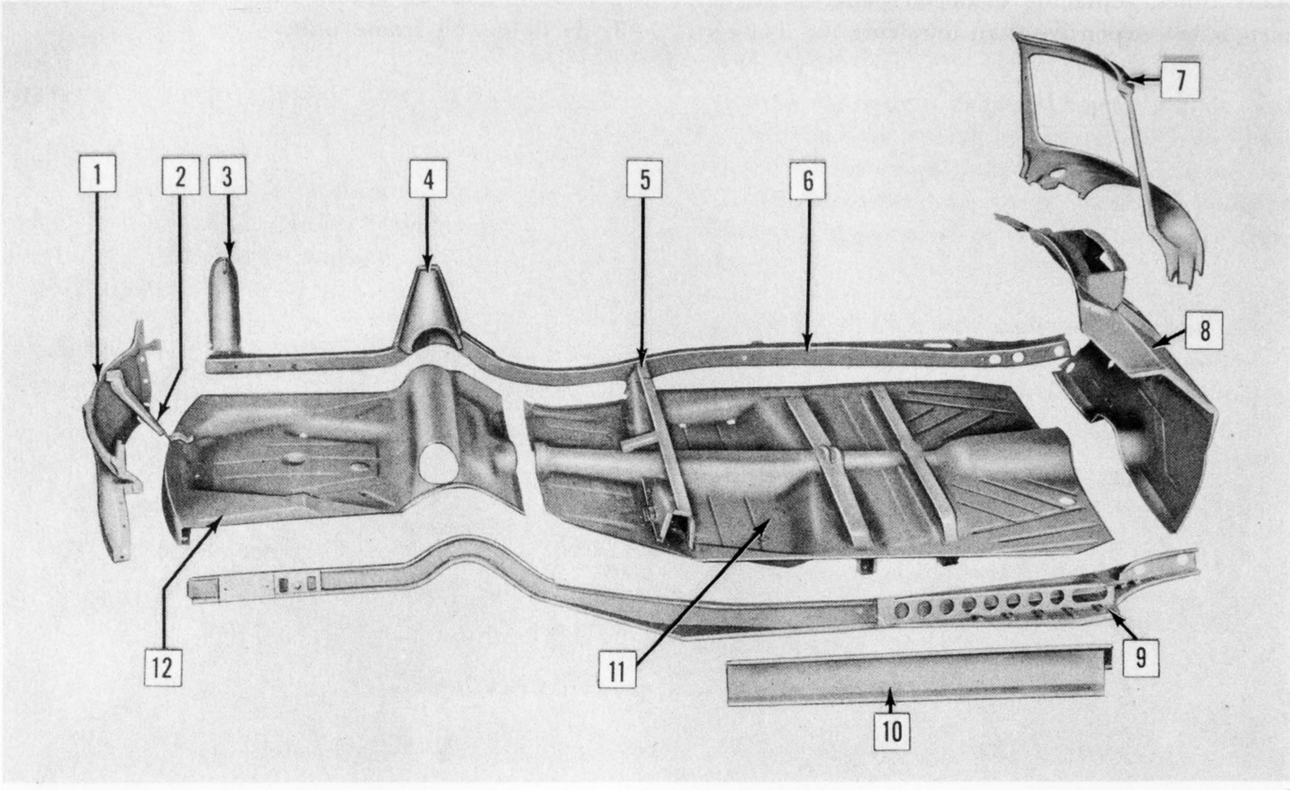


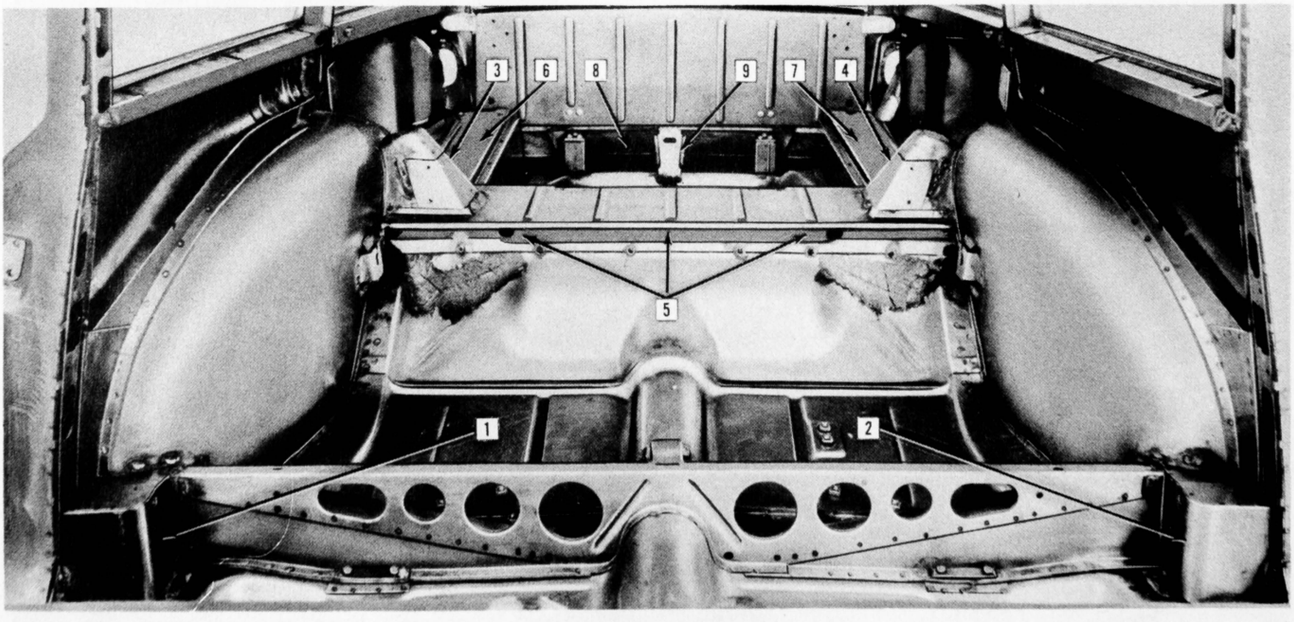
FIGURE 4—*Bottom View of "Rambler" Series Floor and Frame Unit Showing Individual Assemblies Welded Together, and Weld Joints of These Assemblies.*

INDIVIDUAL PARTS UNDERBODY FLOOR AND FRAME UNIT



1. Rear Deck Lower Center Panel
2. Rear Deck Lower Center Panel to Rear Floor Pan Brace
3. Gas Tank Filler Neck Cover
4. Shock Absorber Housing
5. Rear Seat Cushion Riser
6. Floor Side Sill—Left
7. Cowl Top Panel
8. Dash Assembly
9. Floor Side Sill—Right
10. Body Side Sill Panel—Right
11. Front Floor Pan Assembly
12. Rear Floor Pan Assembly

FIGURE 5—*Individual Parts of the "Rambler" Series Underbody Floor and Frame Unit.*



1. Rear Seat Back Hinge Bracket to Seat Riser Support Assembly—Right
2. Rear Seat Back Hinge Bracket to Seat Riser Support Assembly—Left
3. Rear Seat Back Stop Bracket—Right
4. Rear Seat Back Stop Bracket—Left
5. Rear Auxiliary Floor Panel Assembly
6. Rear Floor Side Panel Assembly—Right
7. Rear Floor Side Panel Assembly—Left
8. Rear Lower Center Panel Assembly
9. Rear Lower Center Panel to Floor Brace

FIGURE 6—*Individual Parts Used Only in Station Wagon Models.*

BODIES — PANELS — SUBASSEMBLIES
("Rambler" Series)

BODY PANEL ASSEMBLIES
"Rambler" Convertible

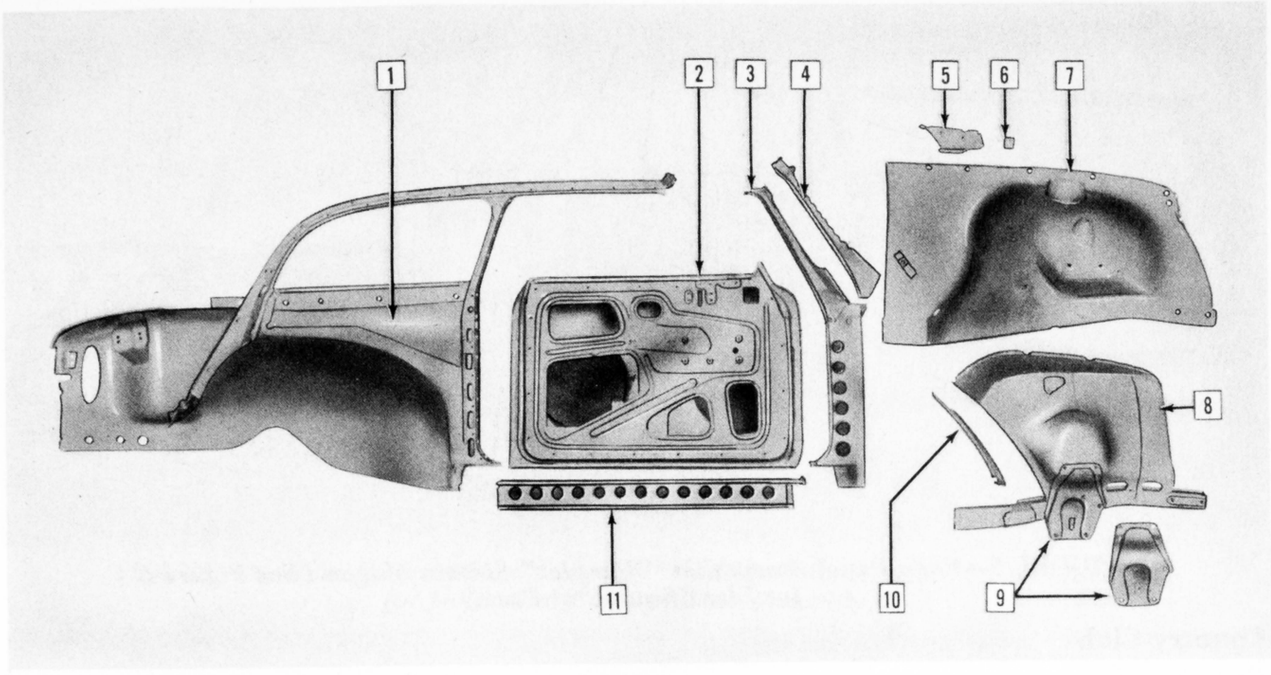
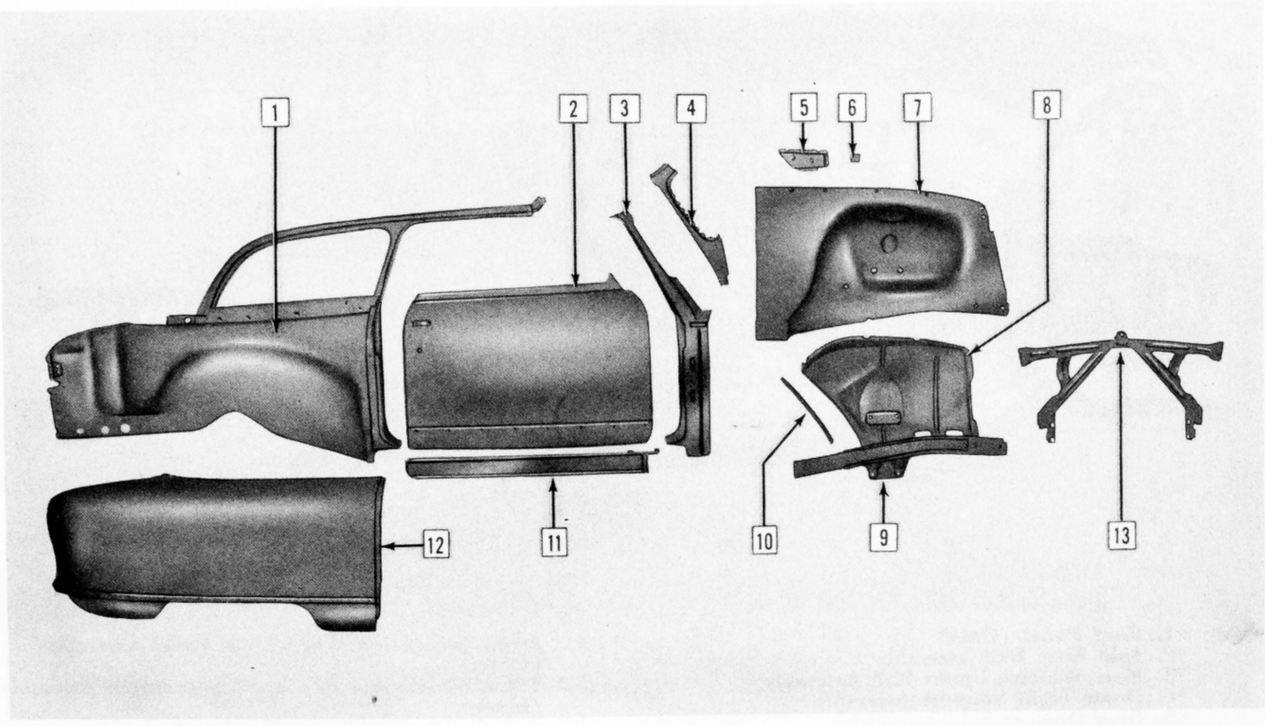


FIGURE 7—*Body Panel Assemblies "Rambler" Convertible, Inside View of Left Side (See Figure 8 for Identification of Parts).*



1. Rear Quarter Side Assembly
2. Door Assembly
3. Front Body Hinge Pillar Assembly
4. Front Body Hinge Pillar Upper Filler
5. Hood Hinge Bracket Assembly
6. Battery Tray Support Assembly
7. Front Suspension Wheelhouse Panel Assembly, Outer
8. Front Wheelhouse Panel and Suspension Assembly, Inner
9. Front Suspension Mounting Bracket Assembly
10. Dash to Sill Filler Panel
11. Body Side Sill Assembly
12. Rear Fender, Right
13. Radiator Support Cross Member Assembly

FIGURE 8—*Body Panel Assemblies "Rambler" Convertible, Outside View of Right Side.*

Station Wagon Models

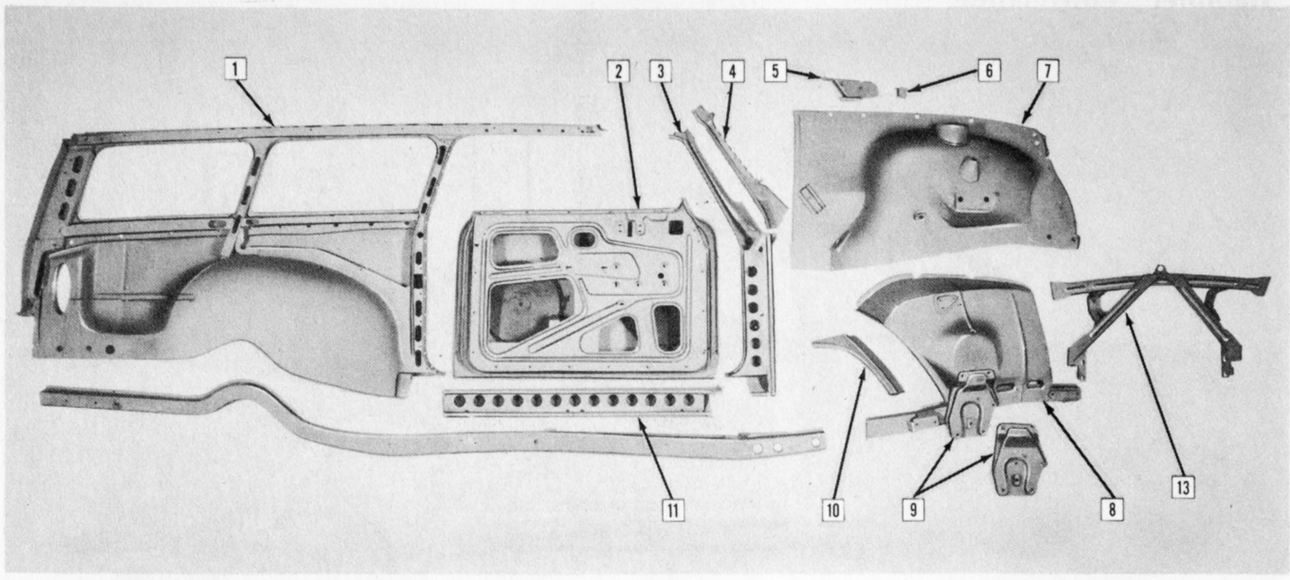
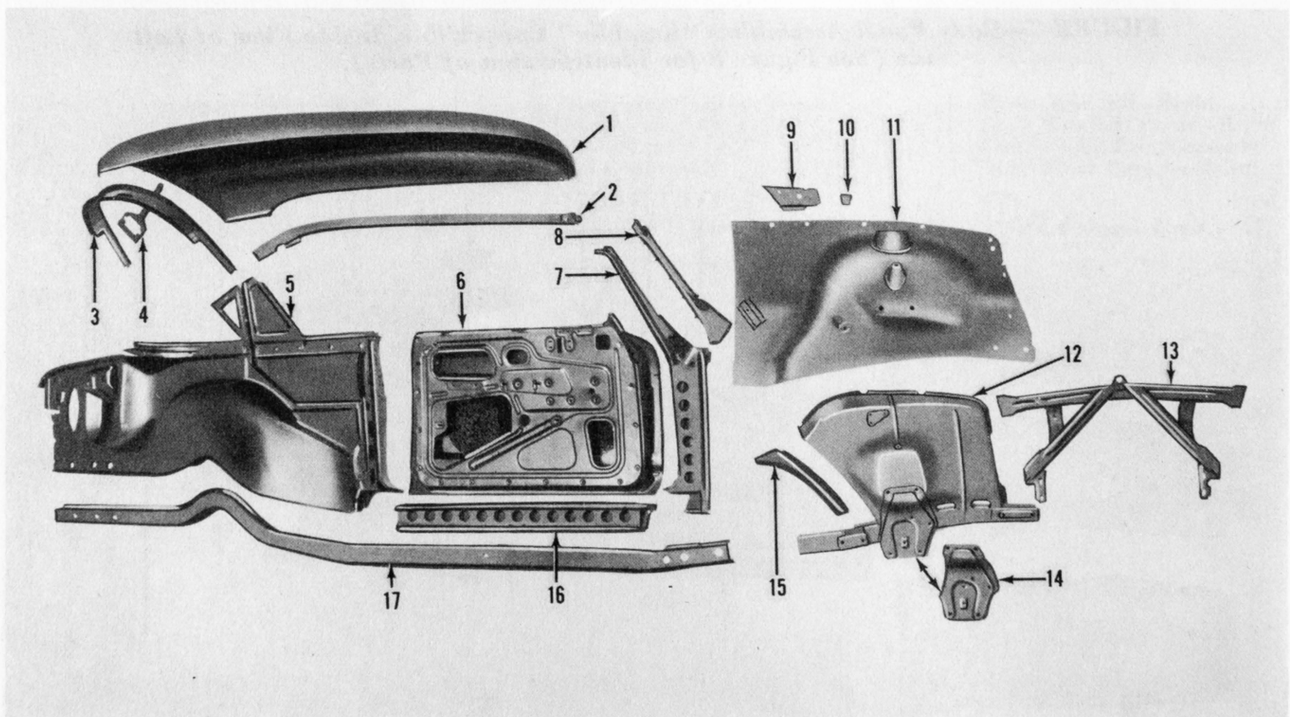


FIGURE 9—*Body Panel Assemblies "Rambler" Station Wagon (See Figure 8 for Identification of Parts).*

Country Club



*1. Roof Panel (Only)
*2. Side Roof Rail Assembly
*3. Rear Window Upper Rail Assembly
*4. Dome Light Support Assembly
*5. Rear Quarter Side Assembly
*6. Door Assembly
7. Front Body Hinge Pillar
8. Front Body Hinge Pillar Upper Filler
9. Hood Hinge Bracket Assembly
10. Battery Tray Support Assembly
11. Front Suspension Wheelhouse Panel Assembly (Outer)
12. Front Wheelhouse Panel and Suspension Assembly (Inner)
13. Radiator Support Cross Member Assembly
14. Front Suspension Mounting Bracket Assembly
15. Dash to Sill Filler Panel
16. Body Side Sill Assembly
17. Floor Side Sill Assembly

NOTE: Parts Indicated by (*) Are Used Only on the "Rambler" Country Club Model 5227. Other Parts Are Interchangeable on all Models of "Rambler" Series.

FIGURE 10—*Body Panel Assemblies "Rambler" Country Club Model 5227. Inside View, Left Side.*

BODIES — PANELS — SUBASSEMBLIES
("Rambler" Series)

ROOF PANEL—REAR QUARTER SIDE ASSEMBLY—INDIVIDUAL PARTS
Convertible

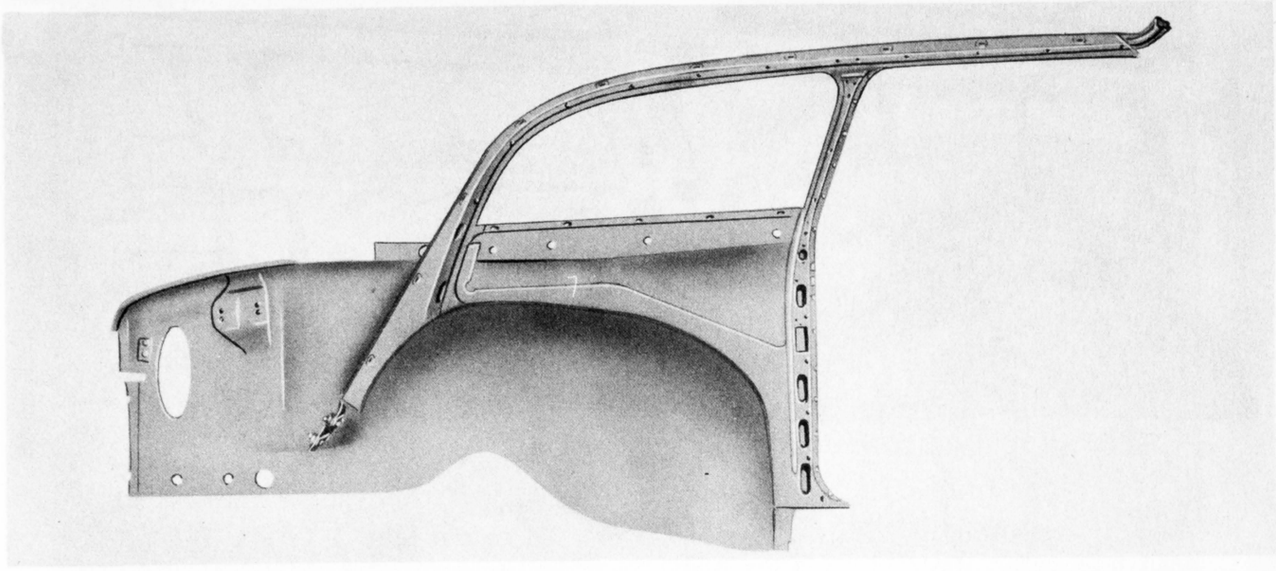
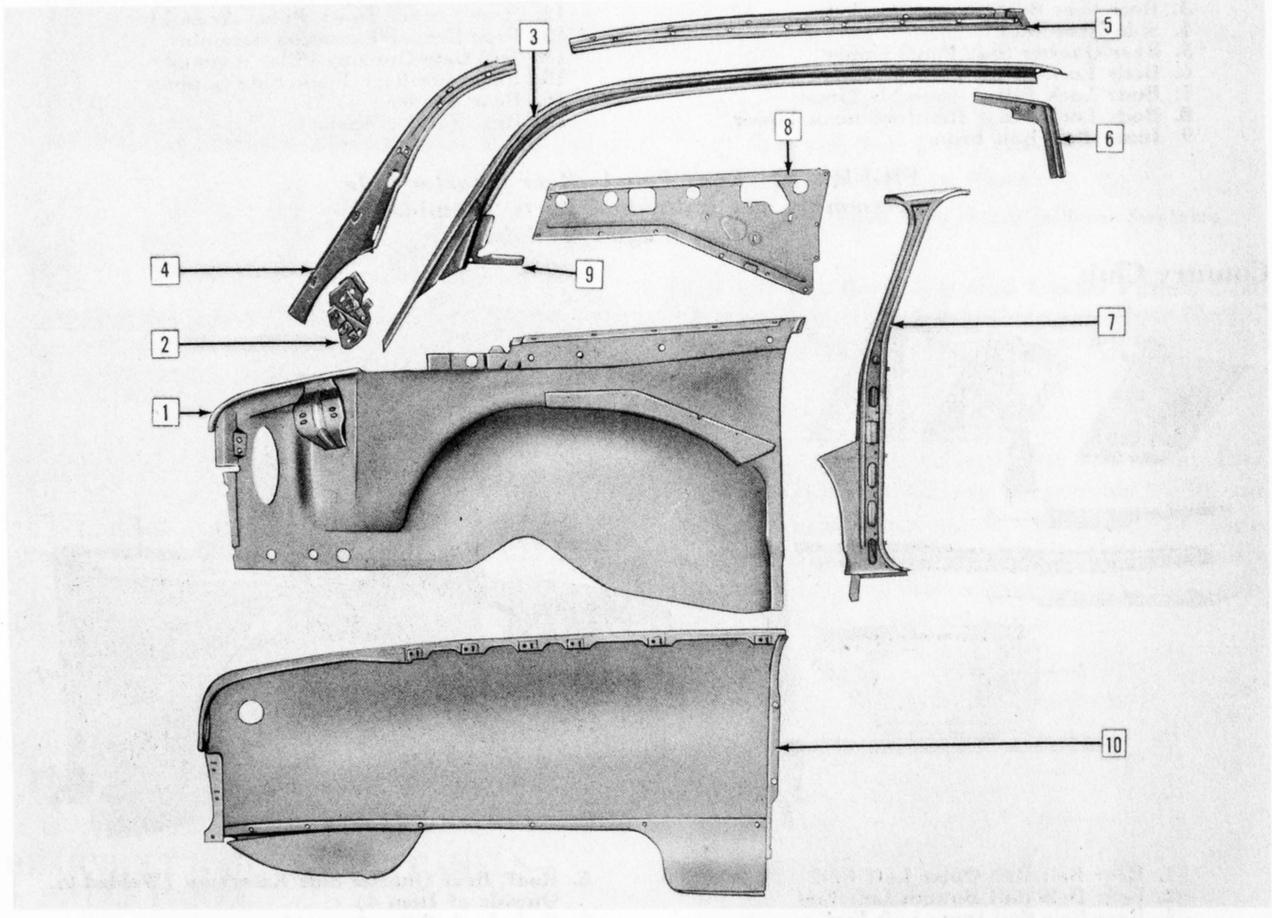


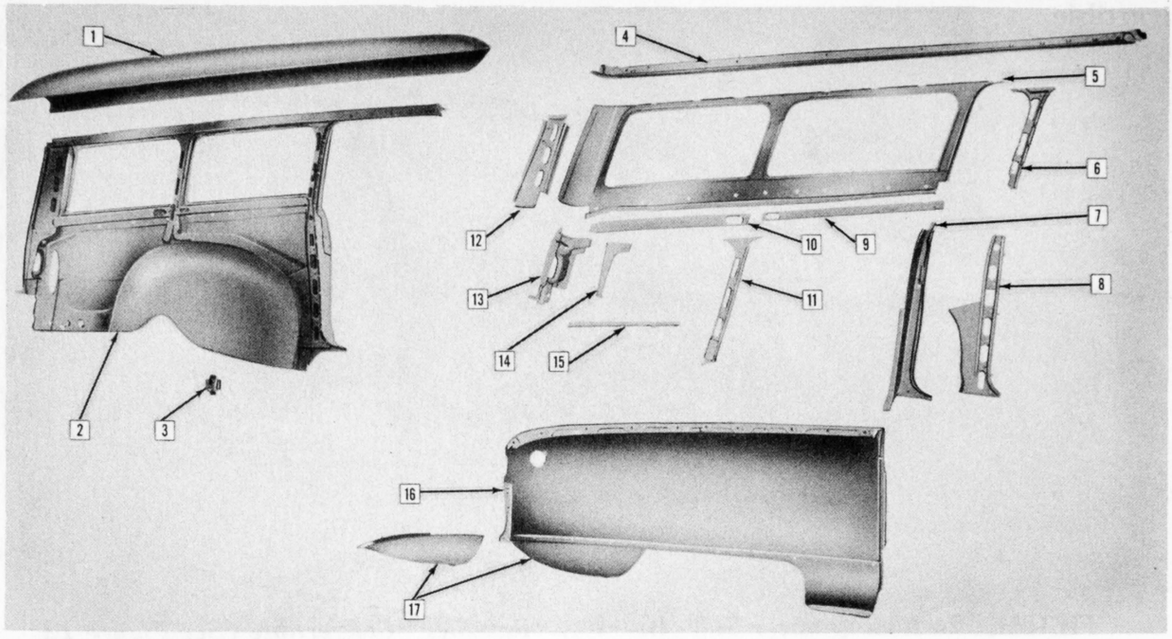
FIGURE 11—*Rear Quarter Side Assembly "Rambler" Convertible (See Figure 12 for Individual Parts of This Assembly).*



1. Rear Quarter Side Panel Assembly
2. Rear Pulley Mounting Bracket Support Assembly
3. Side Roof Rail and Drip Moulding Assembly, Outer
4. Side Roof Rail, Inner, Rear
5. Side Roof Rail, Inner, Front
6. Windshield Header to Side Roof Rail Reinforcement
7. Body Lock Pillar Assembly
8. Rear Quarter Window Regulator Panel Assembly
9. Water Dam
10. Rear Fender (Not Included With Side Quarter Assembly Shown in Fig. 8)

FIGURE 12—*Individual Parts of Rear Quarter Side Assembly.*

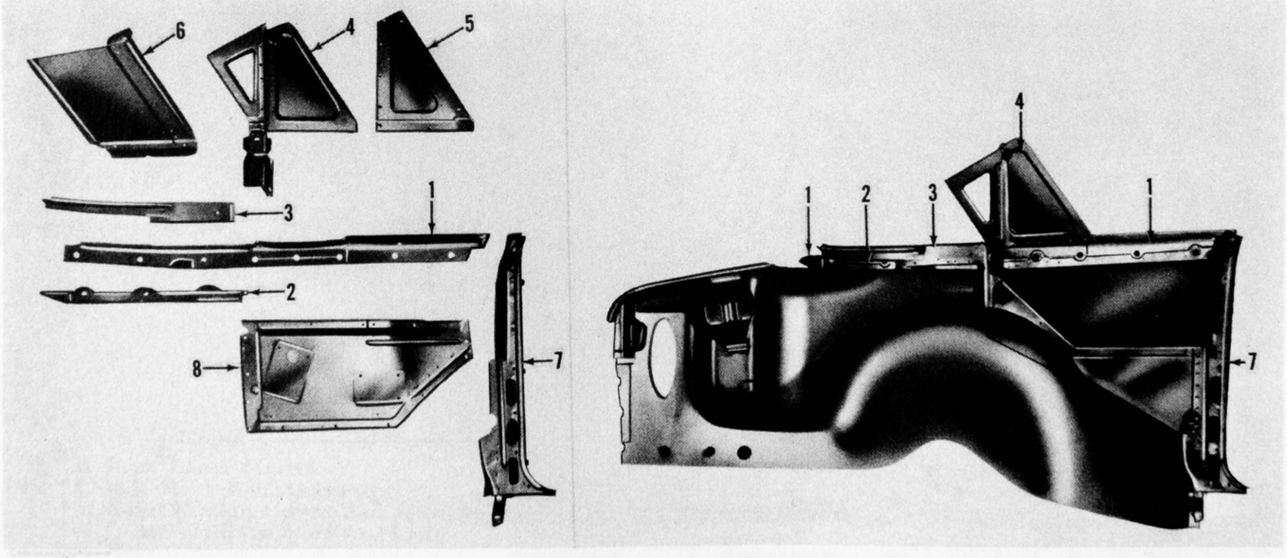
Station Wagon



1. Roof Panel
2. Rear Quarter Side Assembly
3. Rear Seat Back Hinge Bracket
4. Side Roof Rail
5. Rear Quarter Side Panel Upper
6. Body Lock Pillar Reinforcement Upper
7. Body Lock Pillar Assembly Lower
8. Body Lock Pillar Reinforcement Lower
9. Inner Belt Rail Front
10. Inner Belt Rail Rear
11. Side Window Division Pillar Reinforcement
12. Rear Corner Inner Panel Assembly
13. Rear Fender Extension Assembly
14. Tail Gate Opening Pillar Assembly
15. Rear Auxiliary Floor Side Support
16. Rear Fender
17. Rear Fender Apron

FIGURE 13—*Roof Panel—Rear Quarter Side Assembly and Individual Parts "Rambler" Station Wagon Models.*

Country Club



1. Rear Belt Rail Outer Left End
2. Rear Belt Rail Bottom Left End
3. Rear Belt Rail Inner Left End
4. Rear Quarter Pillar Assembly Left
5. Rear Quarter Inside Rear Panel
6. Roof, Rear Quarter Side Extension (Welded to Outside of Item 4)
7. Body Lock Pillar Assembly
8. Rear Quarter Window Regulator Panel Assembly

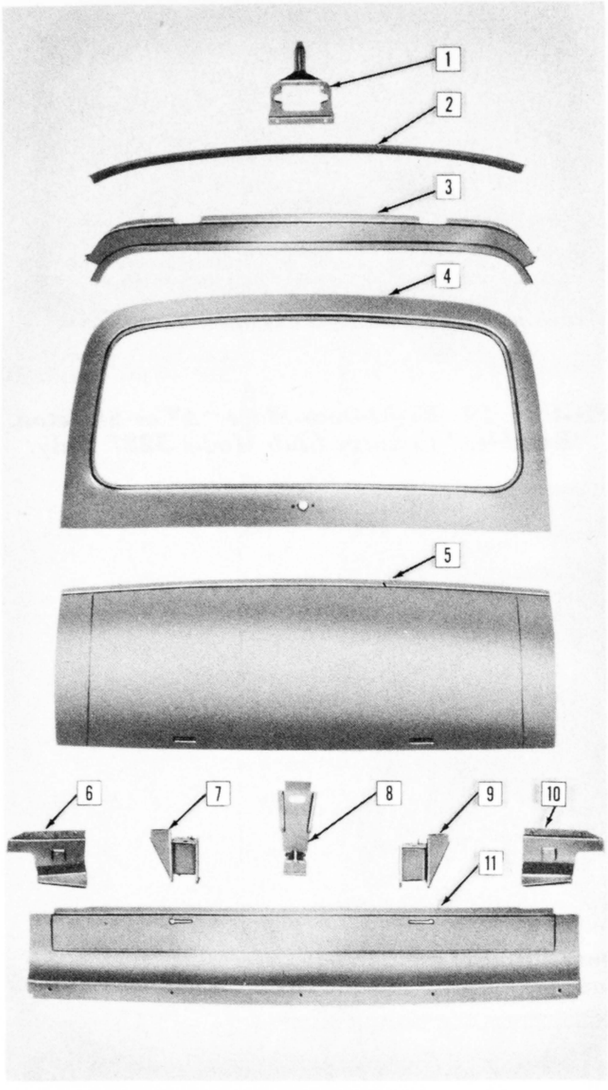
NOTE: All Parts Used Only in Model 5227

FIGURE 14—*Individual Parts of Rear Quarter Side Assembly and Their Relative Location on the Rear Quarter Side Assembly.*

BODIES — PANELS — SUBASSEMBLIES
("Rambler" Series)

REAR BODY PANELS

Station Wagon

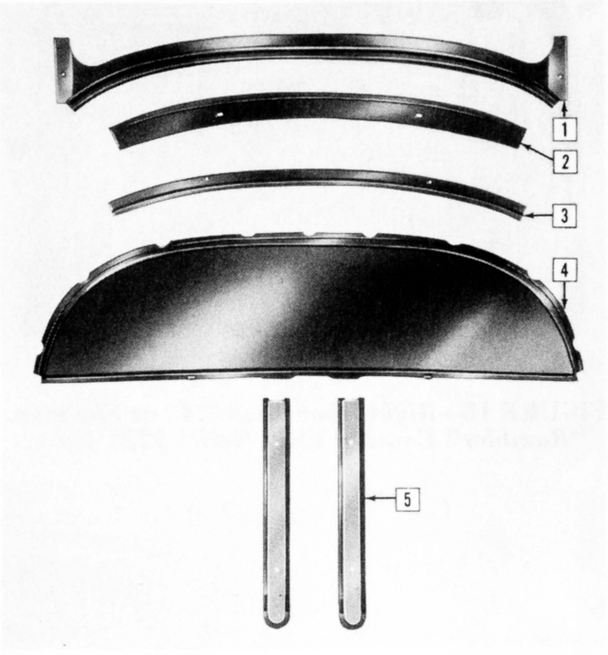


1. Dome Light Support Bracket
2. Rear Opening Drip Moulding
3. Rear Opening Header
4. Lift Gate
5. Tail Gate
6. Rear Floor Side Extension, Left
7. Tail Gate Hinge Mounting Bracket, Left
8. Brace Lower Center Panel to Floor
9. Tail Gate Hinge Mounting Bracket, Right
10. Rear Floor Side Extension, Right
11. Lower Rear Center Panel

FIGURE 15—*Rear Body Panels "Rambler" Station Wagon.*

REAR BELT RAIL CENTER PANELS—SHELF PANEL

Country Club (See Fig. 16).



1. Rear Belt Rail Center—Outer
2. Rear Belt Rail Center—Bottom
3. Rear Belt Rail Center—Inner
4. Rear Window Shelf Panel
5. Rear Window Shelf Panel to Floor Strainers

FIGURE 16—*Rear Belt Rail Center Panels Used Under Rear Window and Top of Rear Deck Opening. "Rambler" Country Club Model 5227.*

DOORS AND DECK COVER (STAGE "A" OR SKELETON)

The construction of these units consists of all reinforcements welded to the inner and outer panels before they are flanged and spot welded together.

These doors as shown in Figures 16, 17, 18, and 19, are available for service in prime. They are ready to be installed and aligned to the body, painted, and have the hardware, trim, etc., transferred from the damaged parts.

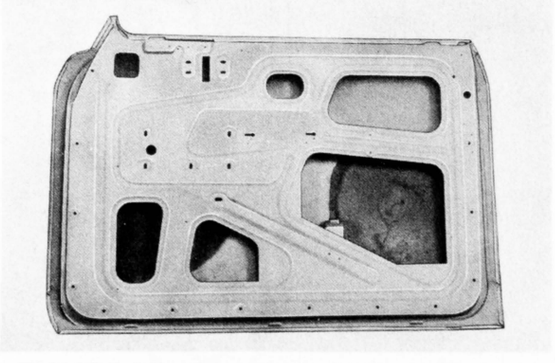


FIGURE 17—*Door Stage "A" or Skeleton "Rambler" Station Wagon and Convertible.*

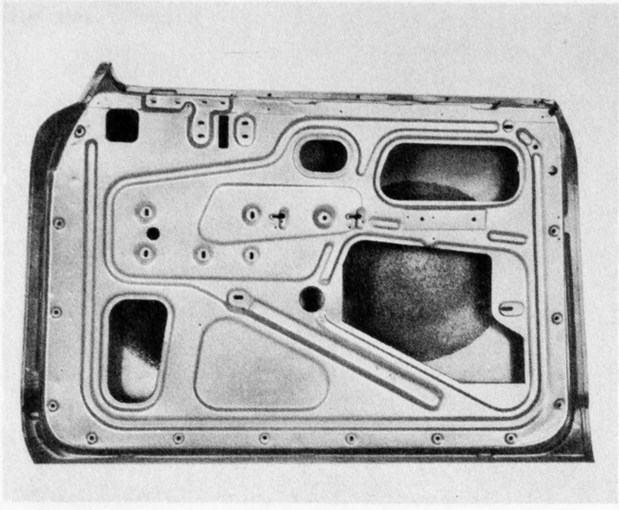


FIGURE 18—*Right Door Stage "A" or Skeleton. "Rambler" Country Club Model 5227 Only.*

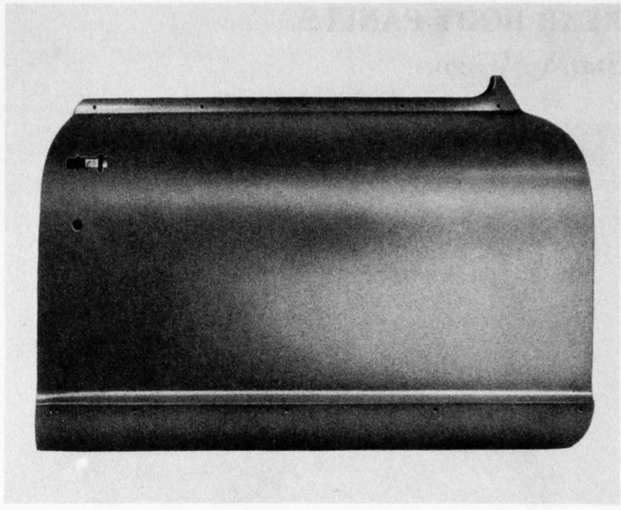


FIGURE 19—*Right Door Stage "A" or Skeleton. "Rambler" Country Club Model 5227 Only.*

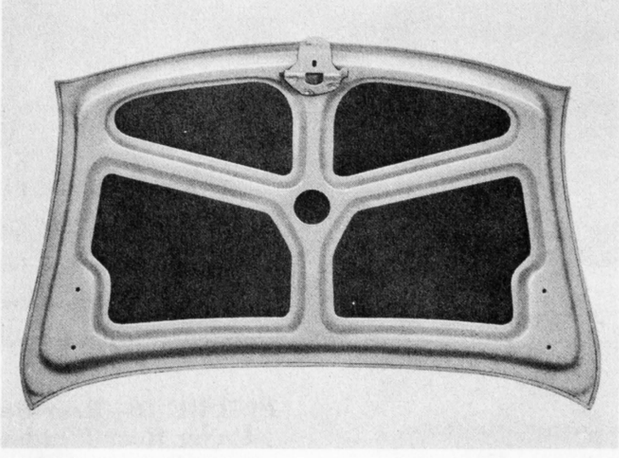


FIGURE 20—*Deck Cover "Rambler" Convertible and Country Club Models.*

BODIES — PANELS — SUBASSEMBLIES
("Rambler" Series)

BODY DIMENSION CHART
1952 "Rambler" Series

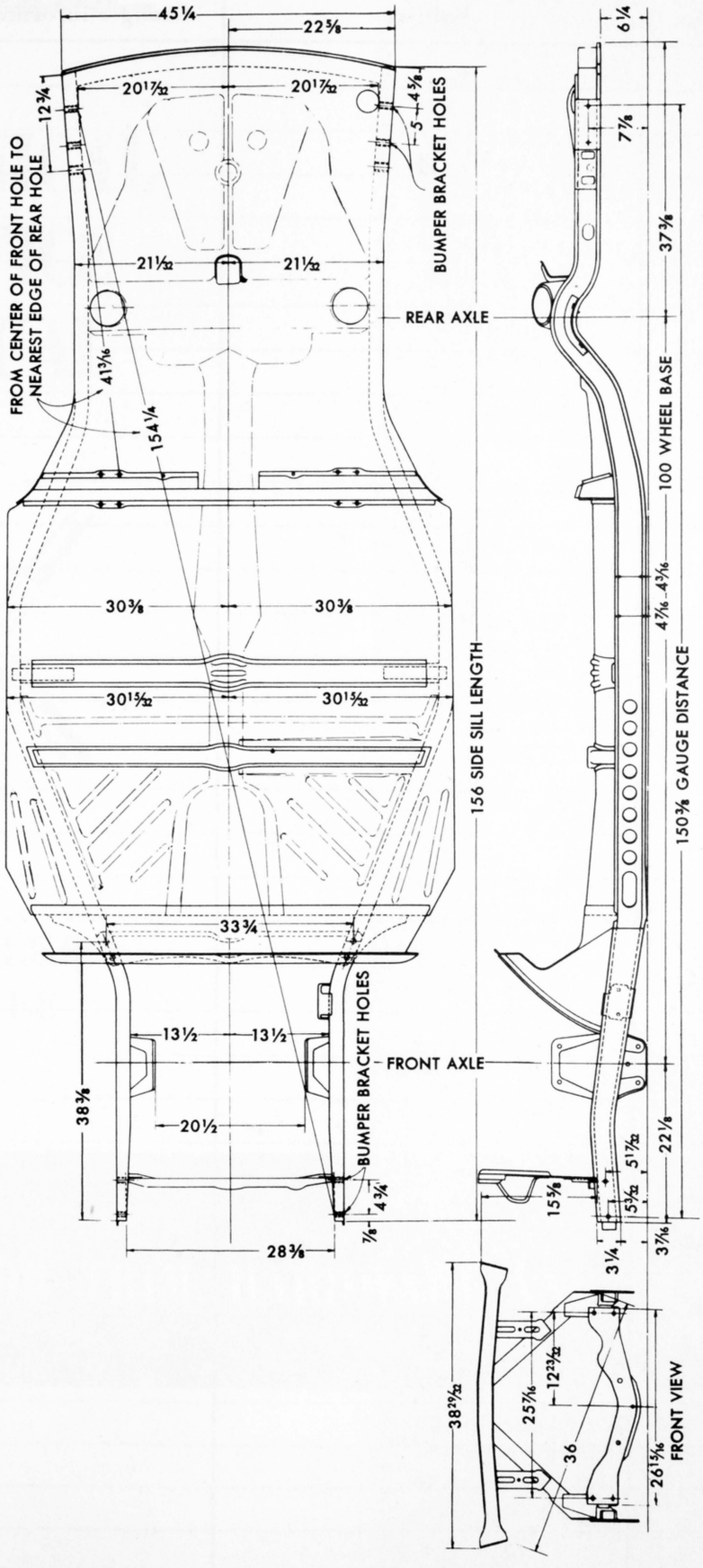


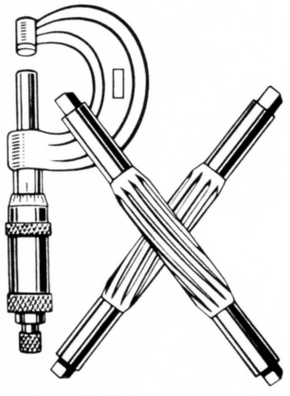
FIGURE 21—*Body Frame Dimension Chart—1952 "Rambler" Series.*

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

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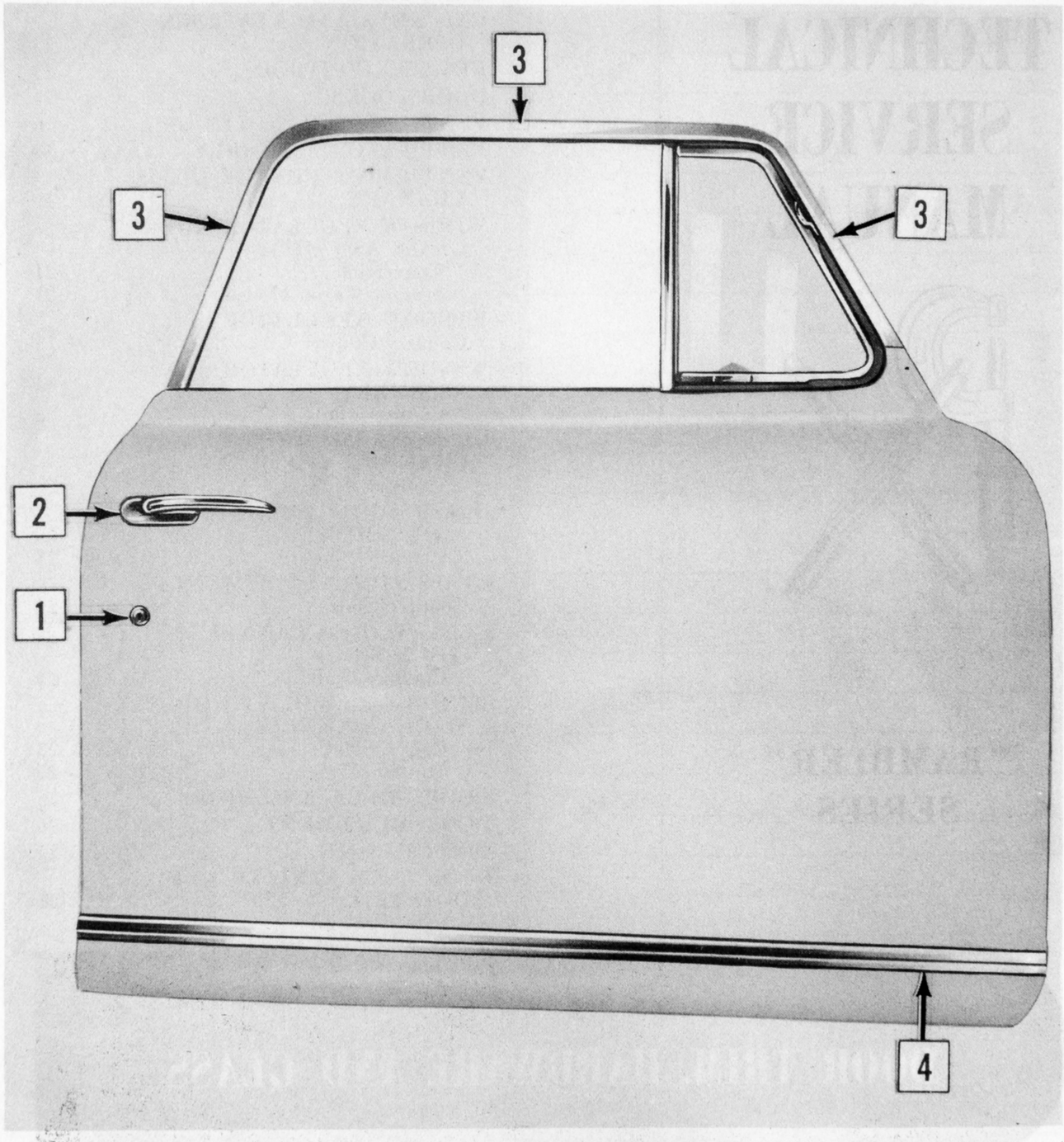
DOOR TRIM–HARDWARE AND GLASS

("RAMBLER" SERIES)

IDENTIFICATION OF DOOR PARTS



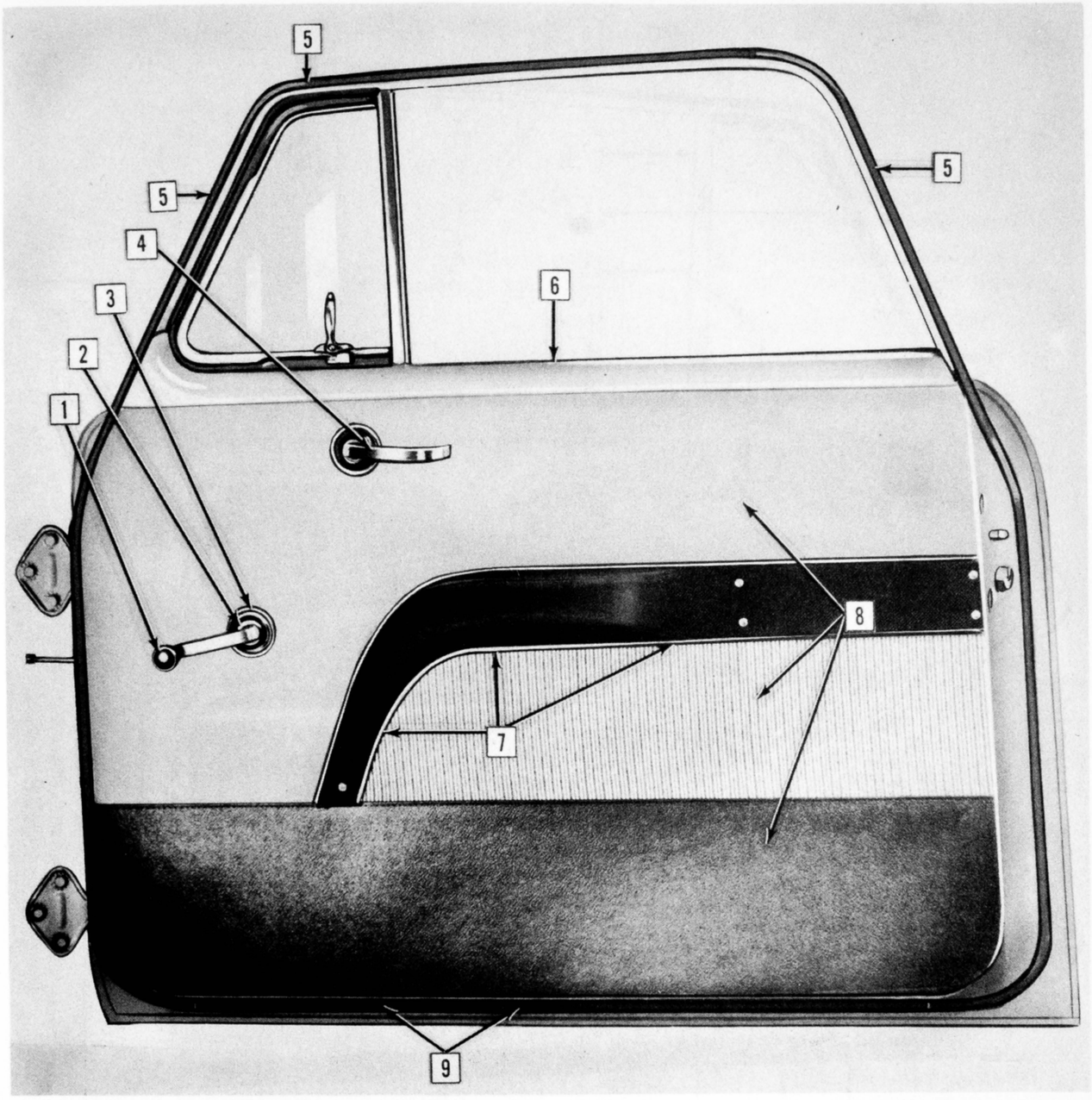
†1. Door Key Lock
†2. Door Outside Handle
*3. Door Window Frame (Aluminum)
†4. Door Lower Moulding

† Used on all "Rambler" Series.
* Used *only* on Convertible and Station Wagon Models.

NOTE: *Deliveryman Model 2204, Doors* Do Not Have *lower mouldings as shown at Item 4.*

FIGURE 1—*Right Door Outside Trim Parts. "Rambler" Convertible and Station Wagon (Only).*

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

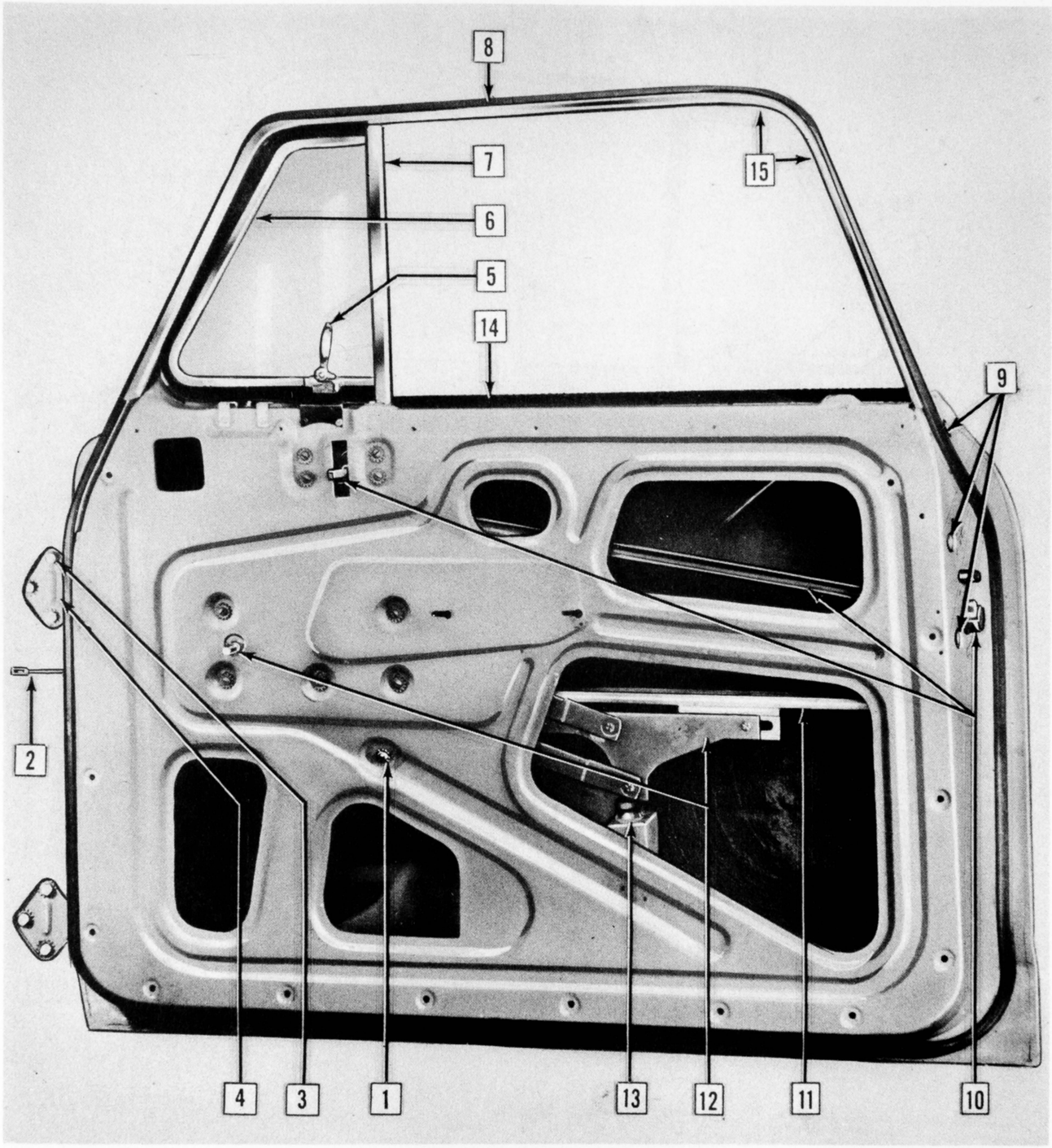


†1. Window Regulator Handle
†2. Escutcheon
†3. Escutcheon Base
†4. Remote Control Handle
†5. Door Sealer Rubber, Top and Sides
†6. Finish Moulding
7. Armrest Assembly (Custom Models)
*8. Trim Panel Assembly
*9. Sealer Rubber, Bottom

† Used on all "Rambler" Series.

* Used *only* on Convertible and Station Wagon Models.

FIGURE 2—*Right Door Inside Trim Parts. "Rambler" Custom Convertible and Station Wagon Models (Only).*

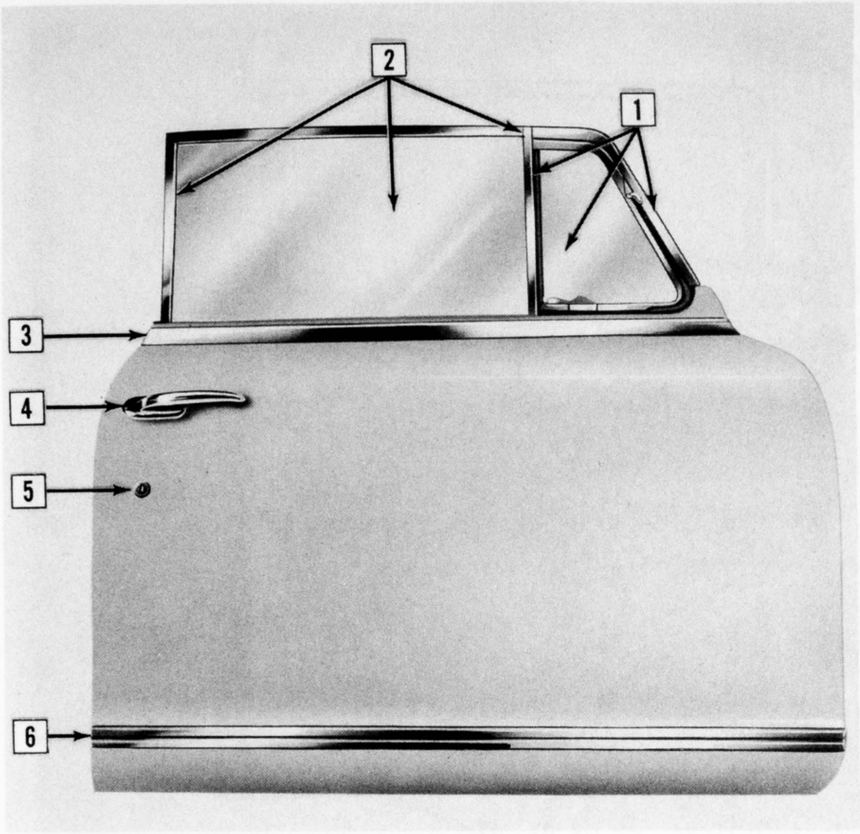


*1. Ventilator Center Glass Division Bar Nut, Washer and Stud
†2. Door Check Link and Rivet
†3. Door Hinge Screws
†4. Door Hinge
*5. Ventilator Handle
*6. Ventilator Glass and Frame Assembly
*7. Ventilator Center Glass Division Bar
*8. Door Window Frame
*9. Door Window Frame to Door Screws (Lock Side)
†10. Door Lock, Link and Remote Control
*11. Glass Bottom Channel and Sealer Setting Channel (Rubber)
*12. Window Regulator
†13. Glass Stop Rubber Bumper
*14. Door Glass Weatherstrip (Body Side)
*15. Glass Slide Channel

† Used on all "Rambler" Series.
* Used *only* on Convertible and Station Wagon Models.

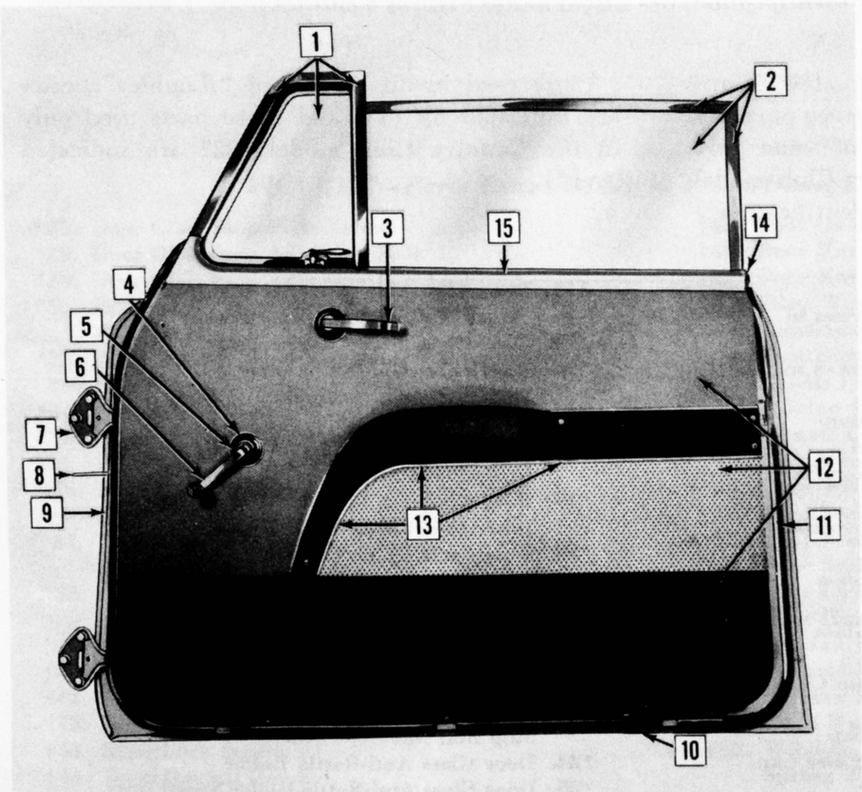
FIGURE 3—*Parts Assembled Right Door. Convertible and Station Wagon Models (Only).*

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)



*1. Door Ventilator Assembly
*2. Door Glass, Frame and Bottom Channel Assembly
*3. Door Belt Moulding
†4. Door Outside Handle
†5. Door Key Lock
†6. Door Lower Moulding
† Used on all "Rambler" Series.
* Used *only* on Country Club.

FIGURE 4—*Door Outside Trim Parts, Country Club.*



*1. Door Ventilator Assembly
*2. Door Glass, Frame and Bottom Channel Assembly
†3. Remote Control Handle
†4. Escutcheon Base
†5. Escutcheon
†6. Window Regulator Handle
†7. Door Hinge
†8. Door Check Link and Rivet
*9. Door Hinge Pillar Sealer Rubber
*10. Door Bottom Sealer Rubber
*11. Door Lock Pillar Sealer Rubber
†12. Door Trim Panel Assembly
†13. Arm Rest Assembly
*14. Door Window Frame Filler Cap
*15. Door Finish Moulding
† Used on all "Rambler" Series.
* Used *only* on Country Club.

FIGURE 5—*Door Inside Trim Parts, Country Club.*

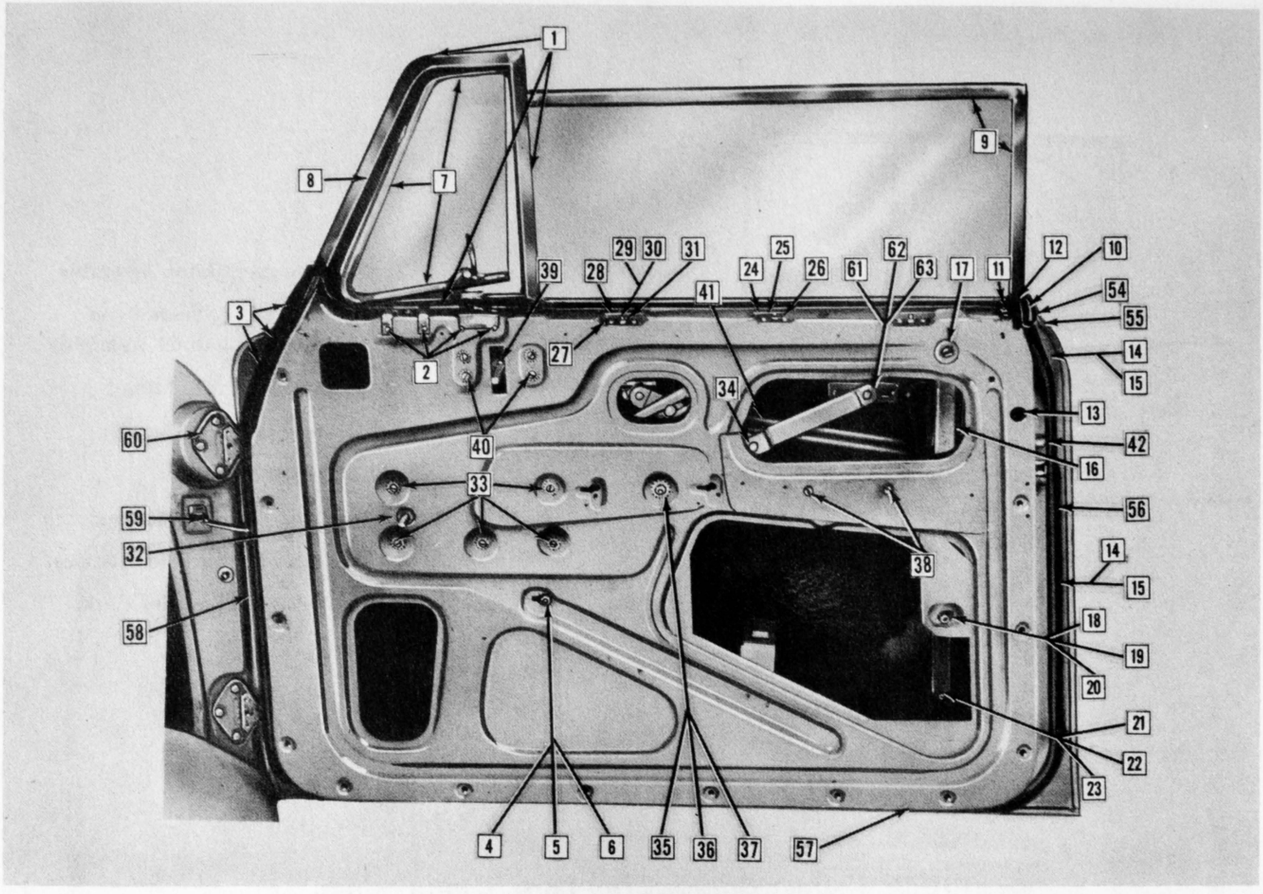


FIGURE 6—*Parts Assembled Right Door, Country Club.*

NOTE: *Parts Identifications are Listed under Figures 6 and 7.*

The identification of the parts listed below Figures 6 and , are for convenience and reference purposes.

Because of the different design of some parts and assemblies used on the Country Club model, all door parts are illustrated for identification.

Parts used in all models of "Rambler" Series are indicated by (†), and those parts used only in the Country Club model 5227 are indicated by (*).

*1. Door Ventilator Assembly
2. Door Ventilator Assembly Screws to Door Inner Panel
3. Door Ventilator Assembly Screws to Door Hinge Pillar
4. Door Ventilator Center Division Bar Stud to Door Inner Panel
5. Door Ventilator Center Division Bar Stud Lock Washer
6. Door Ventilator Center Division Bar Stud Nut
*7. Door Ventilator Frame and Glass Assembly
*8. Door Ventilator Frame and Glass Assembly Rivet
*9. Door Glass, Frame and Bottom Channel Assembly
*10. Door Window Frame Filler Cap
11. Screw, Door Window Frame Filler Cap to Door Inner Panel
12. Screw, Door Window Frame Filler Cap to Door Outer Panel
*13. Door Glass Slide Channel Lock Side
14. Door Glass Slide Channel Washer
15. Door Glass Slide Channel Nut
*16. Door Glass Guide Channel
*17. Door Glass Guide Channel to Door Inner Panel Screw
*18. Door Glass Guide Channel to Door Inner Panel Stud
*19. Door Glass Guide Channel to Door Inner Panel Stud Lock Washer
*20. Door Glass Guide Channel to Door Inner Panel Stud Nut
*21. Door Glass Guide Channel Lower Stop Bolt
*22. Door Glass Guide Channel Lower Stop Bolt Washer (Rubber)
*23. Door Glass Guide Channel Lower Stop Bolt Nut
*24. Door Glass Anti-Rattle Roller
*25. Door Glass Anti-Rattle Roller Speed Nuts
*26. Door Glass Anti-Rattle Roller Screws
*27. Door Glass Stop Plate

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

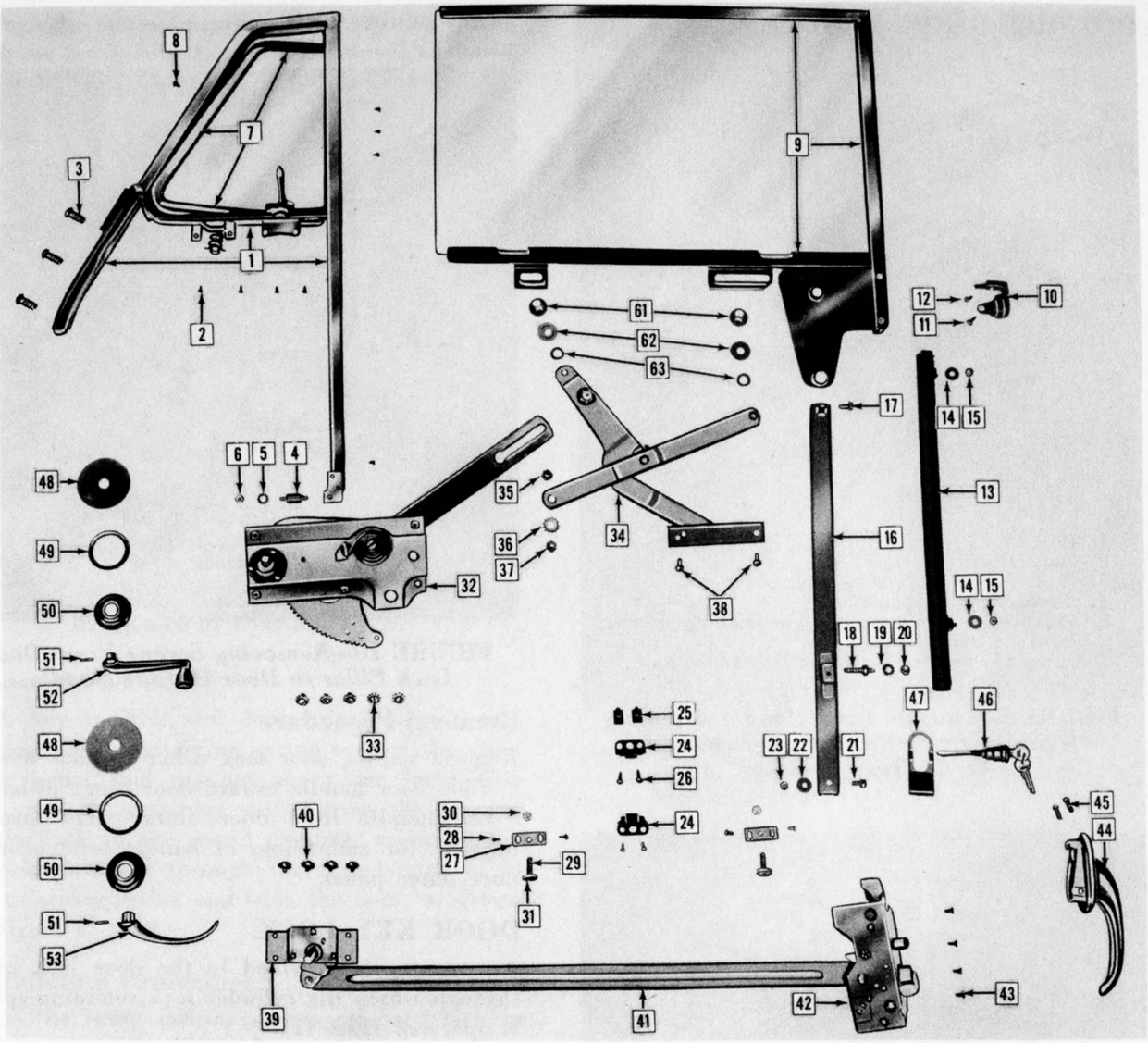
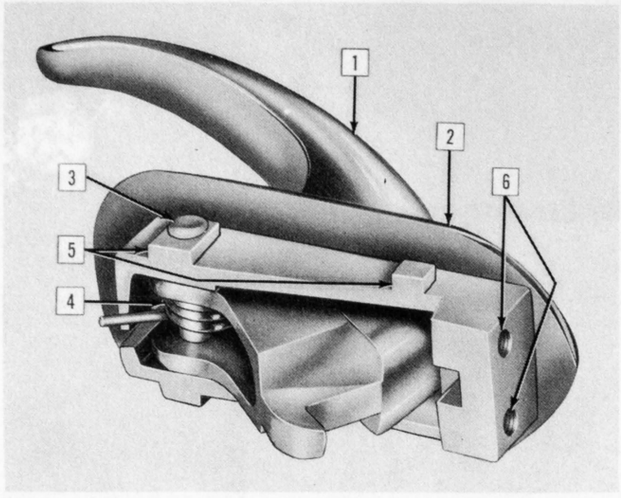


FIGURE 7—*Parts Removed Right Front Door, Country Club.*

***28. Door Glass Stop Plate Screw**
***29. Door Glass Stop Adjusting Bolt**
***30. Door Glass Stop Adjusting Bolt Lock Nut**
***31. Door Glass Stop Adjusting Bolt Bumper (Rubber)**
***32. Door Glass Window Regulator**
33. Door Glass Window Regulator Screws to Door
***34. Door Glass Window Regulator Arm Assembly**
***35. Door Glass Window Regulator Arm Assembly Pivot Shoulder Bolt**
***36. Door Glass Window Regulator Arm Assembly Pivot Shoulder Bolt Lock Washer**
***37. Door Glass Window Regulator Arm Assembly Pivot Shoulder Bolt Nut**
***38. Door Glass Window Regulator Arm Assembly Screw to Door Panel**
†39. Remote Control
†40. Remote Control Screws
†41. Remote Control Link
†42. Door Lock
†43. Door Lock Screws
†44. Door Outside Handle
†45. Door Outside Handle Screws
†46. Door Key Lock
†47. Door Key Lock Retainer
†48. Fibre Washer
†49. Escutcheon Base
†50. Escutcheon
†51. Handle Pin
†52. Window Regulator Handle
†53. Remote Control Handle
***54. Door Window Frame Filler Cap Clip**
***55. Door Window Frame Filler Cap Clip Screw**
***56. Door Sealer Rubber Lock Pillar**
***57. Door Sealer Rubber Bottom**
***58. Door Sealer Rubber Hinge Pillar**
†59. Door Check Link and Rivet
†60. Door Hinge
†61. Window Regulator Arm to Bottom Channel Retainers
†62. Window Regulator Arm to Bottom Channel Fibre Washers
†63. Window Regulator Arm to Bottom Channel Spring Washers

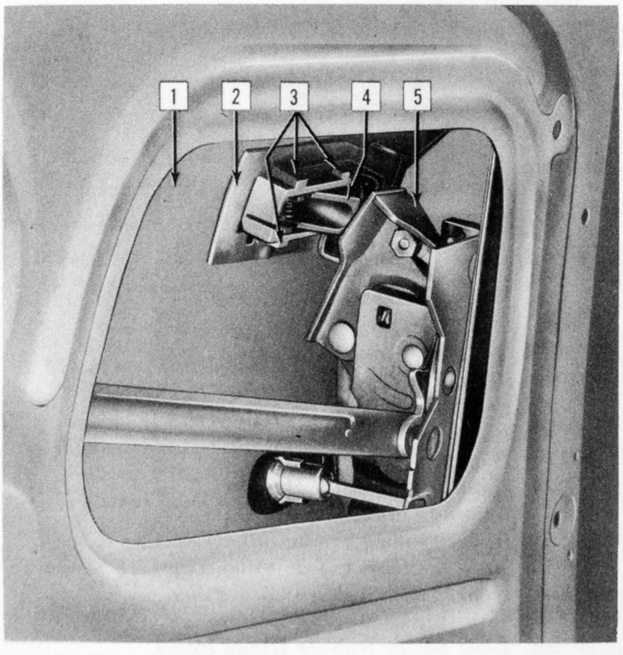
NOTE. *The above numbers and identification of parts apply to Figures 6 and 7. Parts indicated by (*) are used only on the "Rambler" Country Club. Parts indicated by (†) are used in all "Rambler" Series.*

OUTSIDE DOOR HANDLE



1. Handle
2. Escutcheon
3. Pin
4. Handle Return Spring
5. Embossings on Escutcheon For Holding Handle To Door Outer Panel
6. Tapped Holes For Fastening Handle to Door Lock Pillar

FIGURE 8—*Outside Door Handle Assembly With Inner Part of Handle Extended Or In Open Position.*



1. Inside View of Door Outer Panel
2. Handle Reinforcement (Welded to Door Outer Panel)
3. Bosses On Door Handle Pushed Toward Lock Pillar From Entrance Opening Holding Handle to Door Outer Panel
4. Handle in Open Position Pushing Lock Handle Lever to Release Lock Rotor For Opening Door
5. Lock Handle Lever

FIGURE 9—*Operation of Outside Door Handle and Door Lock.*

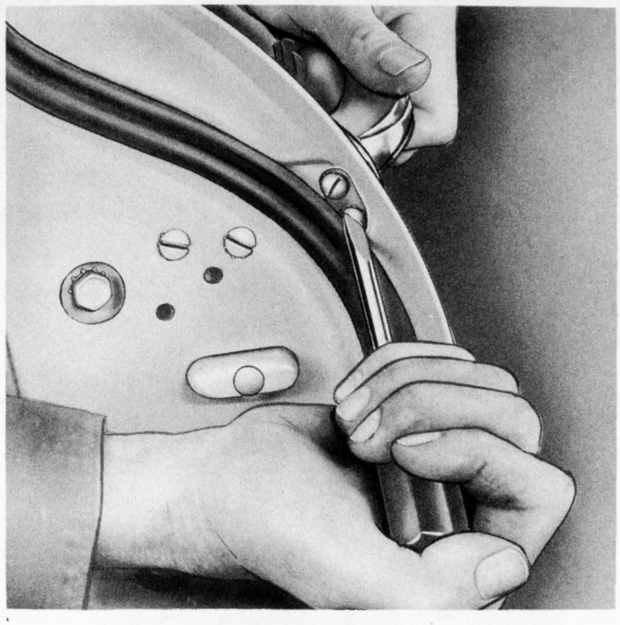


FIGURE 10—*Removing Screws From Door Lock Pillar to Door Outside Handle.*

Removal Procedure

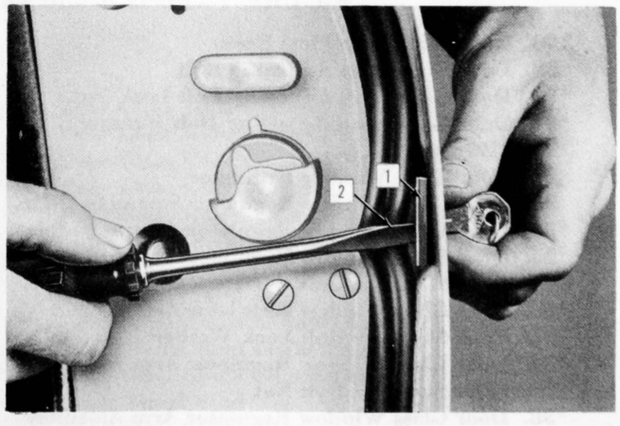
Remove screws, door lock pillar to door handle.

Slide door handle toward door hinge pillar.

Lift handle from door outer panel through opening for embossings of handle escutcheon in door outer panel.

DOOR KEY LOCK

An opening is provided in the door lock pillar through which the cylinder lock retaining spring is operated (Fig. 11).

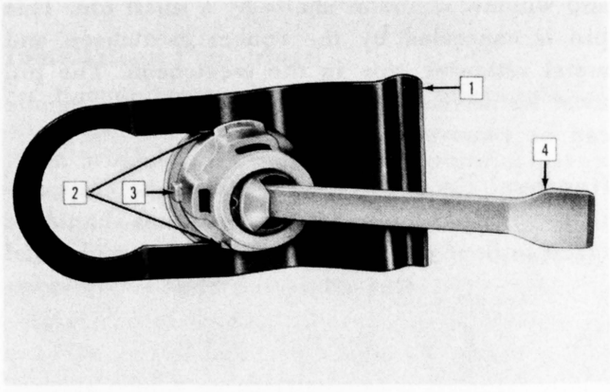


1. Retaining Spring
2. Press Spring Toward Door Outer Panel and Pry Outward

FIGURE 11—*Removing Key Lock Retaining Spring (For Key Lock Removal).*

The key lock cylinder is provided with a groove on the top and bottom. The retaining spring is inserted in this groove after the key lock is inserted

through the retaining spring. This retaining spring holds the key lock to the door outer panel, as shown in Figure 12.



1. Retaining Spring
2. Groove in Cylinder Lock
3. Holding Boss
4. Lock Shaft

FIGURE 12—*Door Key Lock Retaining Spring In Groove of Cylinder Lock.*

Removal Procedure

With key in lock and door open, use a screw driver to press retaining spring toward the door outer panel, and pry out about one inch. This will slide the retaining spring from the grooves in the lock to the round opening, releasing the lock for removal through the round opening in the retaining spring and from the door, as shown in Figure 12.

Installation Procedure

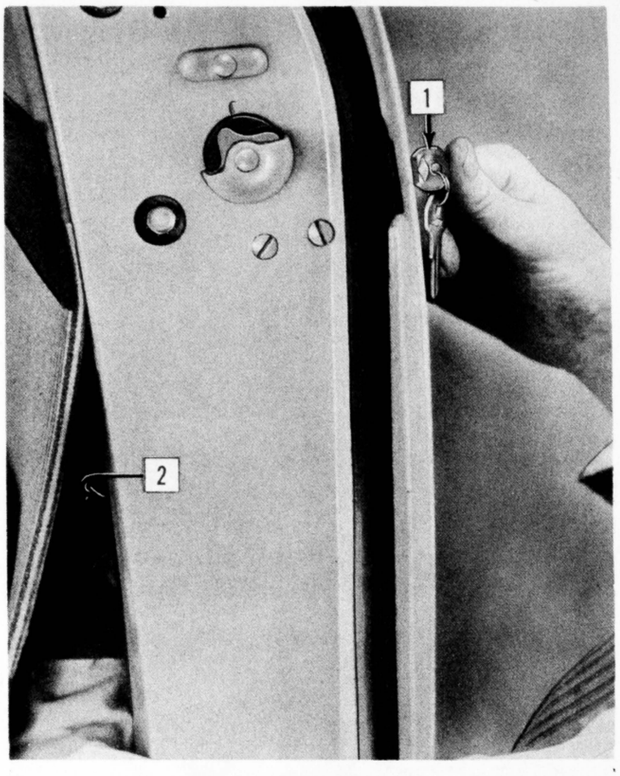
Place the inner locking device on door lock in UNLOCKED POSITION. Insert screw driver from outside of door into locking device through hole in door used for cylinder lock. Now turn it to the right as far as possible in right door (and to the left as far as possible in left door).

Insert key in cylinder lock. Turn it to right as far as possible. Note the holding boss on lock housing casting (Item 3, Fig. 12), line this boss up with edge of the hole in door outer panel. This will position lock housing for installation in the door.

Now with lock housing in proper position for installation, turn key to left, or vertical position. This will turn the lock shaft to proper position for entrance into the locking device of the door lock (Item 4, Fig. 12).

Align round hole in retaining spring with hole in outer door panel.

Insert cylinder lock through door panel and retaining spring with right hand. Guide the cylinder lock shaft into door lock with left hand, as shown in Figure 13.



1. Inserting Key Lock Through Door Outer Panel With Right Hand
2. Guiding Cylinder Lock Shaft Into Door Lock With Left Hand

FIGURE 13—*Installing Door Key Lock.*

Hold cylinder lock firmly against door outer panel. Push in retaining spring flush against door lock pillar. Then use screw driver, to set retaining spring in its locked position in door pillar under edge of sealer rubber.

NOTE: *In dusty territories, exposed locks should be thoroughly cleaned with a solvent to carry off any foreign matter or gummy substance. Gasoline (One that does not contain lead) may be used, or the lock may be removed and cleaned with alcohol or benzol. Blow out with air, and lubricate.*

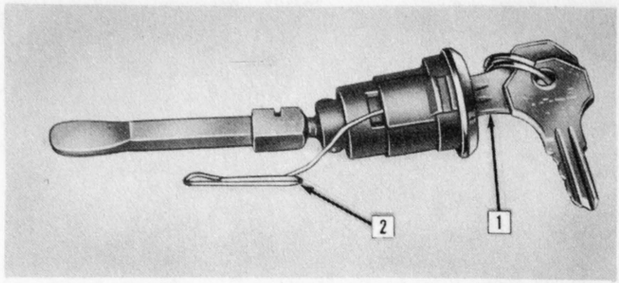
Lubrication

Finely powdered graphite is recommended for lubrication.

Removing Key Lock Cylinder from Housing

To remove the key lock cylinder from its housing, first remove the key lock cylinder from the door, then insert key in lock and turn to right as far as possible.

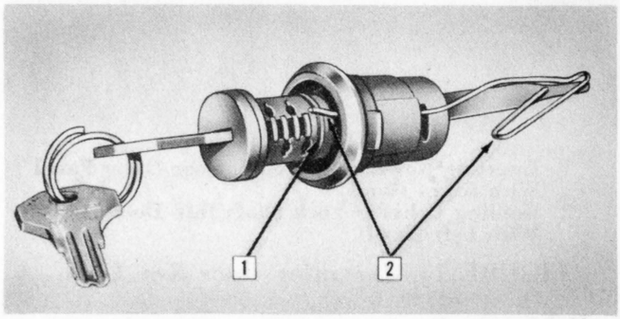
This will turn the lock ring away from the opening in the housing so a small diameter wire can be inserted between housing and cylinder (Fig. 14).



1. Key Turned to Right
2. Wire Inserted Through Opening In Housing

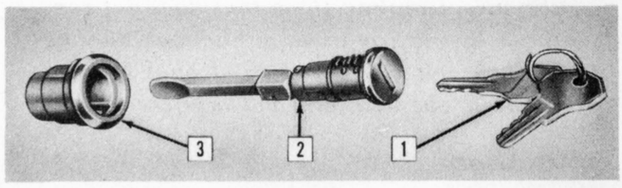
FIGURE 14—*Removing Key Lock Cylinder From Housing (Yale and Towne Key Lock).*

Now turn key to left ¼ turn or to vertical position. The wire between the housing and lock cylinder will depress the lock ring so the lock cylinder can be released and removed from the housing (See Fig. 15).



1. Lock Cylinder Lock Ring
2. Small Diameter Wire Inserted Through Opening In Lock Housing And On Top of Locking Ring

FIGURE 15—*Depressing Door Lock Cylinder Lock Ring For Removal of Lock Cylinder From Housing (Yale and Towne Key Lock).*



1. Keys
2. Lock Cylinder and Shaft Assembly
3. Key Lock Housing

FIGURE 16—*Door Key Lock Assembly.*

Installing Cylinder Lock In Housing (Yale and Towne Lock)

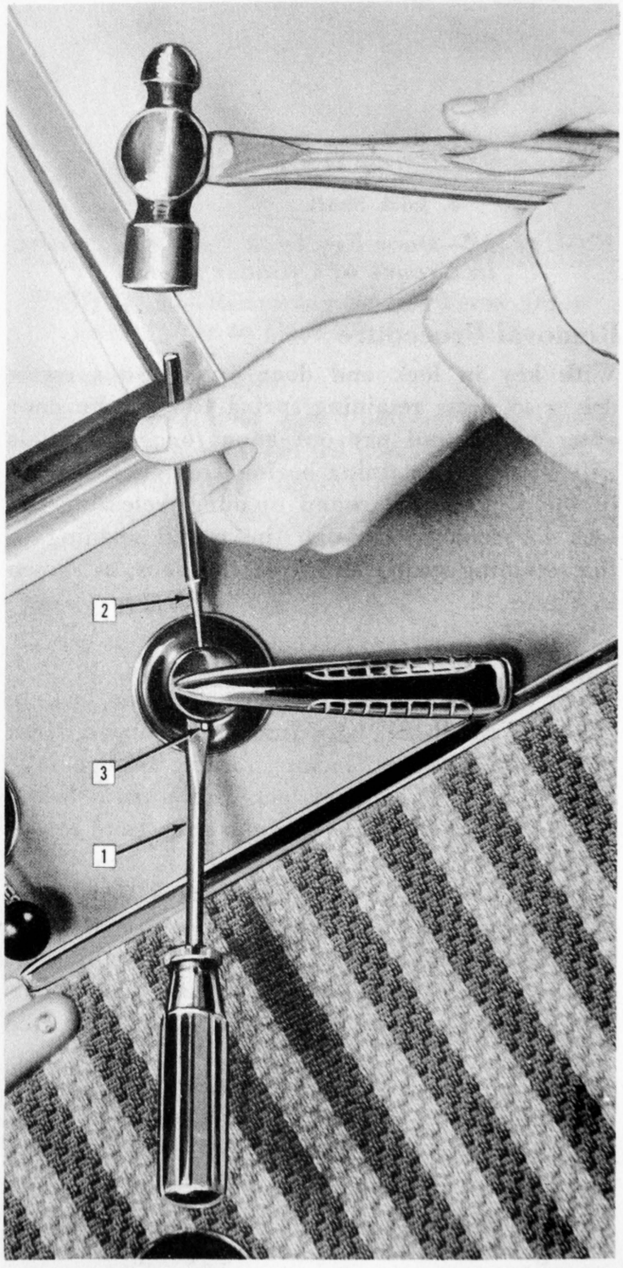
With key in cylinder lock to depress the tumblers, insert lock cylinder and shaft assembly into housing as far as possible. Now depress the lock ring (Item 1, Fig. 14) and push cylinder into housing. The cylinder will automatically lock itself into the housing.

REMOTE CONTROL AND WINDOW REGULATOR HANDLES

These handles are fastened to the remote control and window regulator shafts by a small pin. This pin is concealed by the rubber escutcheon and metal retaining ring in the escutcheon. The pin must be driven or pushed out before the handle can be removed.

Removal Procedure

In removing the pin, extra precautions should be taken to depress the rubber escutcheon and metal



1. Screw Driver Depressing Metal Ring In Escutcheon At Bottom of Handle
2. Drift Forcing Pin Out At Bottom
3. Pin End Exposed On Top Of Screw Driver Blade

FIGURE 17—*Removing Remote Control and Window Regulator Handles.*

retaining ring far enough at the bottom of the handle, so that the pin will clear. Otherwise, damage to the escutcheon metal ring will result (see Fig. 17).

Installation Procedure

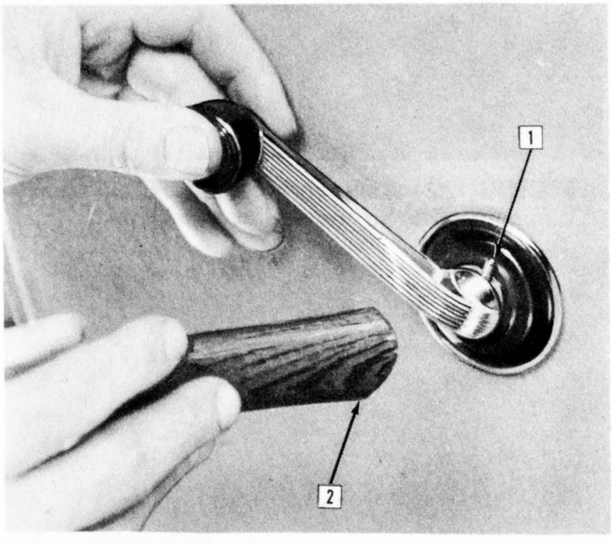
Set Remote control handles at uniform angles on all doors.

Set window regulator handles pointing down when the windows are in a closed position.

Install escutcheon and chrome base on shaft.

Install handle in proper position with pin inserted in top half of handle hole.

Hold end of handle, pressing it against escutcheon. Use end of hammer handle or rubber mallet to drive handle on shaft to proper position so the pin may be tapped lightly to engage hole in shaft (Fig. 18).



1. Pin
2. End of Hammer Handle

FIGURE 18—*Installing Window Regulator or Remote Control Handles.*

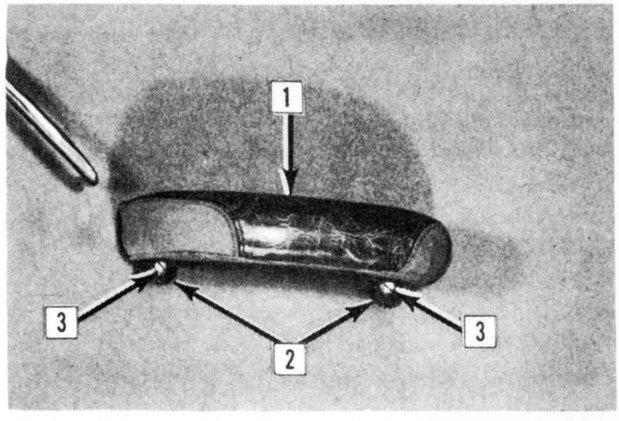
Place screw driver or thin drift on end of pin, tapping lightly until it is flush with the handle. The escutcheon will return to its place over the pin.

DOOR ARM RESTS

Two types of door arm rests are used, the Standard Pull type (Fig. 19) and Custom type (Fig. 21).

Pull Type Door Arm Rest

The arm rest metal bracket, to which the rubber pad and upholstery is applied, has two small grooved lugs for attaching it to the door metal panel. When the arm rest is installed on the door, these lugs are inserted in key way slots of the door inner panel, then moved toward the door hinge pillar about ½ inch. The slots in the lugs slide in the key way slots, which provides an upper anchorage for the arm rest. Two screws are inserted through the lower support arms of the arm rest bracket to fasten it to the door.



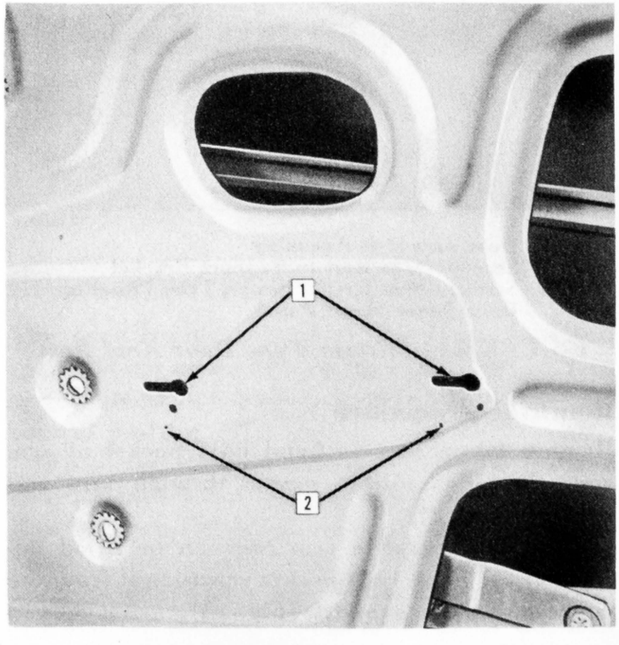
1. Arm Rest
2. Arm Rest Brackets
3. Screws Arm Rest to Door

FIGURE 19—*Door Arm Rest, Pull Type.*

Removal Procedure

Remove two screws and washers at bottom of arm rest to door (Fig. 19).

Push arm rest against door. Lightly tap or push arm rest toward lock pillar. This will slide the arm rest lugs to the opening of the key way slots and disengage the lugs from the door inner panel (Fig. 20).



1. Key Way Slots
2. Arm Rest Fastening Screw Holes

FIGURE 20—*Pull Type Arm Rest Key Way Slots, Right Door "Rambler" Series.*

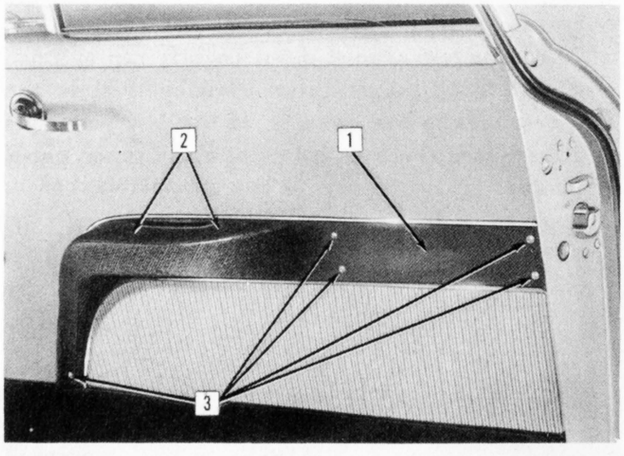
CAUTION: *Use care to see that the arm rest lugs do not tear the upholstery.*

When installing arm rests apply a light film of lubriplate in the grooves of arm rest lugs to prevent noise developing from metal to metal contact with the door inner panel.

Custom Type Door Arm Rest

The Custom type door arm rest is also provided with an opening to be used as a door pull-to handle. However, its design provides an additional trim overlay to carry out the trim design of the door trim panel.

The arm rest bracket, to which the rubber pad, upholstery, and chrome bead trim is applied, is fastened to a concealed support, screwed to the door metal panel. The arm rest is fastened to this support by two screws in the arm rest hand hold pocket, then five visible screws through the overlay of the arm rest through the door trim panel, and to the inner metal panel (see Figure 21).



1. Door Arm Rest Assembly
2. Screws—Arm Rest to Support Bracket
3. Screws—Arm Rest Through Trim Panel to Door Inner Metal Panel

FIGURE 21—*Custom Type Door Arm Rest.*

Removal Procedure

Remove two screws in hand hold pocket of arm rest, then five visible screws through arm rest overlay (Fig. 21).

Then the complete arm rest can be lifted upward at the hand hold pocket releasing it from the concealed metal support (Fig. 23).

NOTE: *Upon installation avoid using long screws in horizontal portion of arm rest overlay, (Item 3, Fig. 21), as they may obstruct movement of window regulator arms.*

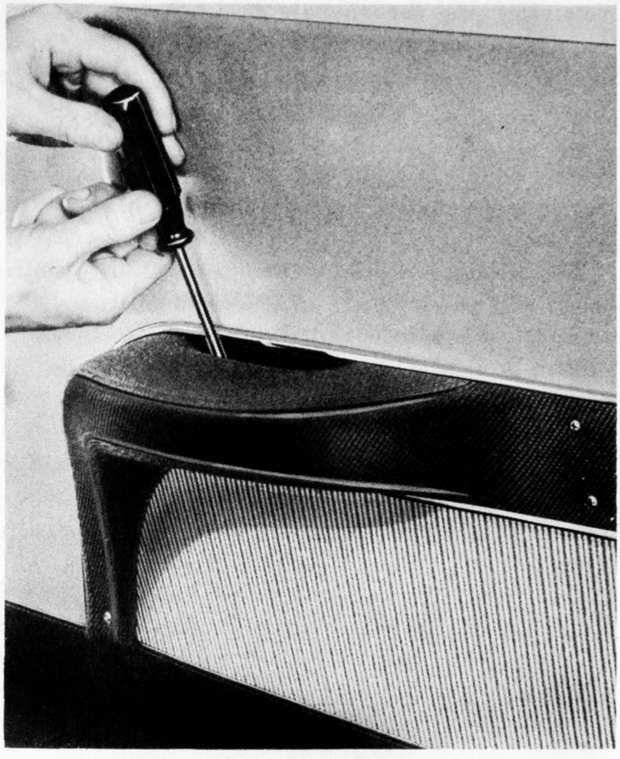
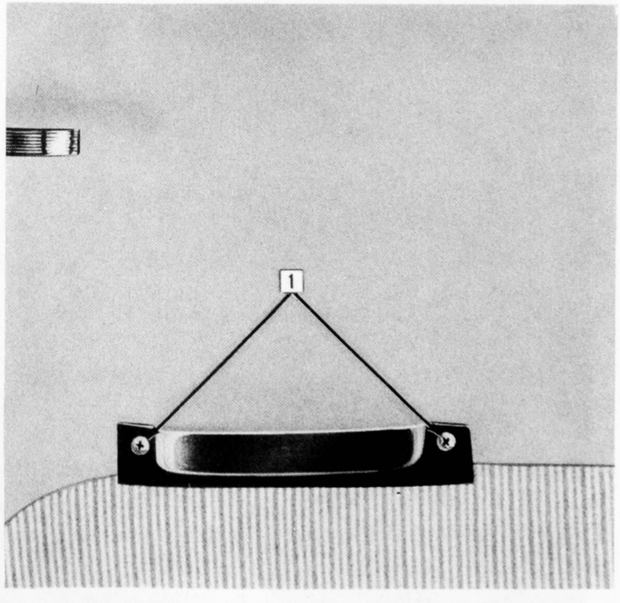


FIGURE 22—*Removing Screws, Door Arm Rest To Support, Custom Type.*



1. Screws—Arm Rest Support Through Trim Panel To Door Inner Metal Panel

FIGURE 23—*Door Arm Rest Support, Custom Type.*

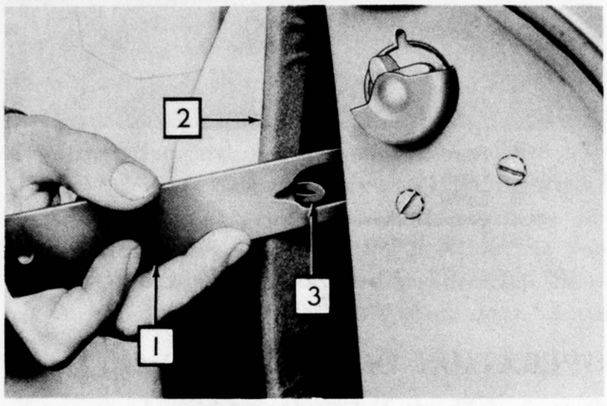
DOOR TRIM PANEL

The door trim panel is clipped to the door metal panel along the sides and bottom. The top edge is concealed into a recess in the bottom of the finish moulding.

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

Removal From Door

To remove trim panel, use tool J-2631-A, trim panel depresser, and pry the trim panel fasteners from the door metal panel on both sides and bottom. This will prevent damage to the trim panel and prevent misalignment of the fastener in the trim panel (Fig. 24).



1. Depresser Tool J-2631-A
2. Door Trim Panel
3. Fastener

FIGURE 24—*Removing Door Trim Panel From Sides and Bottom of Door.*

Lower trim panel from groove in bottom of finish moulding (Fig. 25).

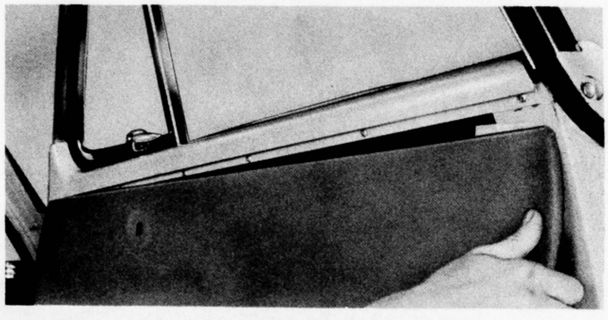


FIGURE 25—*Removing Door Trim Panel From Recess In Bottom of Finish Moulding Exposing Screws Holding Finish Moulding to Door Inner Panel.*

CAUTION: *Care should be exercised when installing the trim panel. Be sure the clips line up with the holes in the door metal panel. Press the clips in. Do Not Hammer Them.*

CAR KEYS AND KEY LOCK OPERATION

Car Keys

The key locks are controlled by two keys. The octagon-head key operates the front doors and ignition locks. The round-head key operates the glove compartment and trunk locks.

A code number, stamped on each key, indicates the code number of the lock it operates. Coded keys are available in service when ordered by special part number. The code number stamped on the key should be furnished with the order.

Coded locks with keys are available in service when ordered by special part number for the lock wanted. The code number stamped on the keys should be furnished with the order.

Key Lock Operation

To lock or unlock the door and ignition locks, the keys are inserted into the lock with the key cuts pointing up.

Locking Doors With Key

On either door, turn the key ¼ turn toward the front of the car. This movement locks the door. To remove the key from the key lock turn the key back to the vertical position.

Unlocking Doors With Key

On either door insert key with key cuts pointing up. Turn key ¼ turn toward rear of car. Then turn key back to vertical position for removal of key from key lock.

Unlocking or Locking Rear Deck Cover

Unlocking deck or trunk cover, insert key with key cuts pointing down.

Turn key ¼ turn to left—this will release the handle and it will automatically extend itself. Turn key back to vertical position and remove key from lock.

Locking Deck or Trunk Cover

The use of keys are not required for locking the deck cover. It is automatically locked when the handle is pushed in.

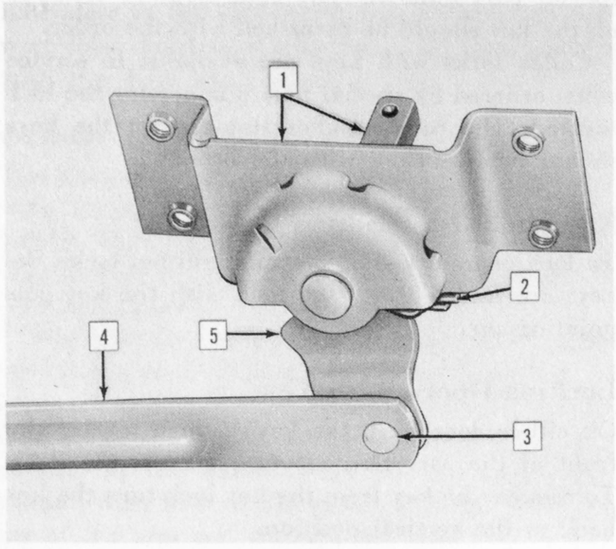
DOOR REMOTE CONTROL

The door remote control unit has only one coil spring which serves as a handle return spring. This spring keeps the door lock operating lever in a neutral position (Fig. 26).

When the remote control handle is pushed down, it moves the lock operating lever and lock link forward. This releases the door lock. The handle return spring will return the lock operating lever and lock link to the neutral position.

When the handle is raised, it moves the lock operating lever and link toward the door lock. This moves the remote control link arm on the door lock (Item 3, Fig. 28) causing the lower jaw of the link arm to move the cylinder lock slide

and tab (Item 6, Fig. 28) upward against the cam release lever (Item 7, Fig. 28) or into a locked position.



1. Remote Control Unit
2. Remote Control Spring
3. Rivet, Remote Control to Link
4. Link, Remote Control to Lock
5. Remote Control Operating Lever

FIGURE 26—*Remote Control, Right Door (Rear View).*

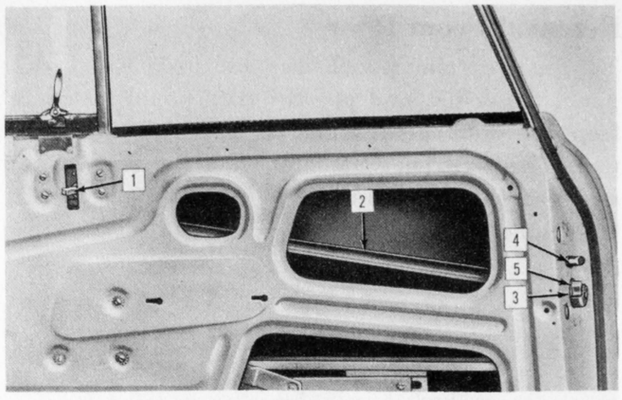
The handle return spring will return the lock operating lever and remote control handle to the neutral position without moving the cylinder lock slide tab on the door lock. The lock will remain in a locked position until the remote control handle is moved to the full forward position for opening the door, or until the key is used to unlock the door.

Removal Procedure (See Door Lock Removal)

The remote control and door lock are riveted to the remote control link. Therefore, for replacement of either unit, the complete assembly must be removed from the door.

DOOR LOCKS

The door locks are rotor type having a dovetail block spaced about one inch above the rotor. These two units on the door lock serve as a female dovetail when the door is closed against the lock striker and male dovetail on the body lock pillar. The remote control and lock are riveted to the link, therefore, the complete assembly must be removed from the door when removal of either is required.



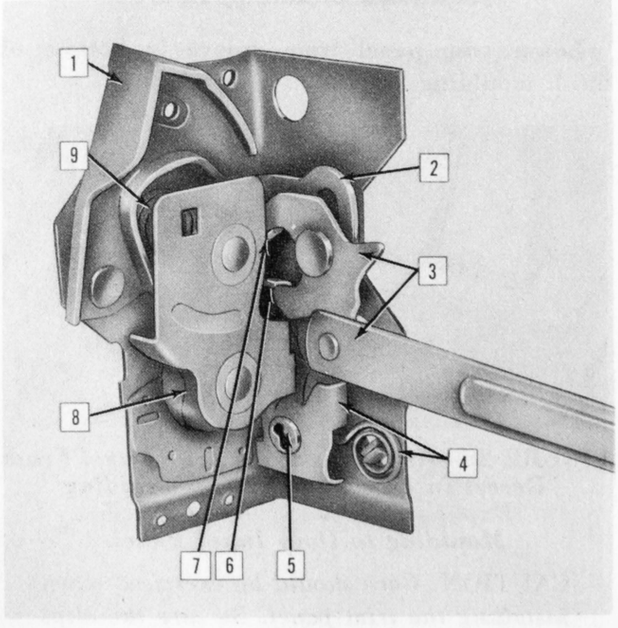
1. Remote Control
2. Link
3. Lock
4. Female Dovetail Block (Part of Lock)
5. Lock Rotor

FIGURE 27—*Door Lock, Link and Remote Control Assembly.*

OPERATION OF LOCK

Opening Door From Outside

When the outside handle is pulled to open the door, the cam action of the handle against the handle lever on the lock (Item 1, Fig. 28) causes



1. Handle Lever
2. Handle Operating Slide
3. Remote Control Link and Link Arm
4. Handle Lever Return Spring and Lower End of Handle Operating Slide
5. Key Lock Entrance and Key Dog
6. Cylinder Lock Slide and Tab
7. Cam Release Lever
8. Rotor
9. Rotor Springs and Cams

FIGURE 28—*Right Door Lock and Link in Unlocked Position. Tab On Cylinder Lock Slide (Item 6) Moved Down to Permit Free Movement of Cam Release Lever (Item 7).*

it to move the handle operating slide (Item 2, Fig. 28) downward against the cam release (Item 7, Fig. 28). This releases the springs and cams from the rotor, and the door can be opened. When the handle is released, the spring in the handle returns it to its normal position. The spring in the door lock (Item 4, Fig. 28) forces the handle operating slide upward, and the handle lever (Item 1, Fig. 28) back to its normal position.

Opening Door From Inside

When the remote control link (Item 3, Fig. 28) is pushed forward, it moves the cam release lever (Item 7, Fig. 28) and cylinder lock slide (Item 6, Fig. 28) down, releasing the rotor springs and cams (Item 9, Fig. 28). In this position the door can be opened. This is an independent operation of parts not controlled by the outside door handle.

Locking With Key Lock

When the key lock is turned in the lock, it moves the cylinder lock slide (Item 6, Fig. 29) upward and under the cam release lever (Item 7, Fig. 29). In this position, movement of the handle operating slide (Item 2, Fig. 29) by the outside door handle is blocked, therefore, the lock can only be unlocked by movement of the remote control or the key lock.

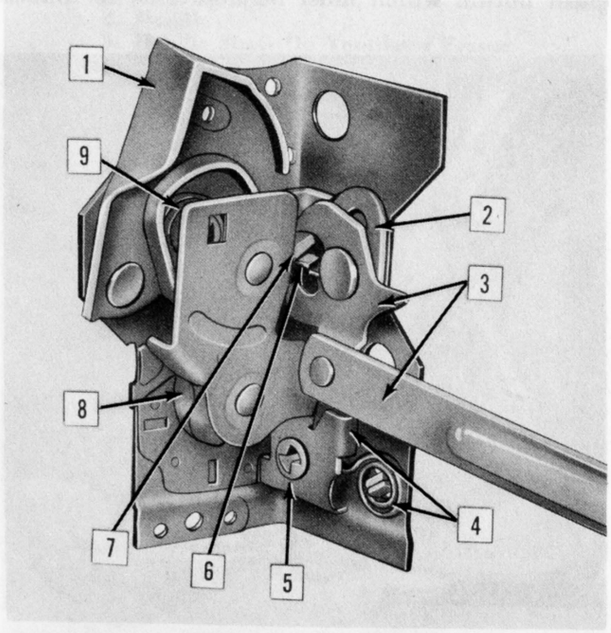


FIGURE 29—*Right Door Lock and Link in Locked Position. The Tab On The Cylinder Lock Slide (Item 6) Moved Up Under Cam Release Lever (Item 7) Preventing Any Movement of This Lever By the Door Outside Handle. See Figure 28 For Reference Number Identification.*

Locking With Remote Control

When the remote control handle is lowered for locking, it pushes the lower jaw of the link arm upward which raises the cylinder lock slide up against the cam release lever which blocks any movement of the handle operating slide from the outside door handle.

Unlocking

When the door is locked, either by key or by the remote control handle, the cylinder lock slide is raised against the cam release lever. Therefore, regardless of whether the door was locked by key or the remote control handle, either of these will unlock the door.

Unlocking By Closing Door

The rotor springs and cams are controlled by the cam release lever. Therefore, if the door lock is locked by key or the remote control handle, while the door is open, the movement of the rotor against the lock striker in closing the door will move the cam release lever down, pushing the cylinder lock slide with it to the unlocked position (Item 6, Fig. 28). THE DOOR CAN ONLY BE LOCKED AFTER IT IS CLOSED. This feature eliminates the possibility of locking the car and leaving the keys inside.

Lock Assembly Removal

Raise door glass.

Remove remote control and window regulator handles.

Remove door armrest, door trim panel, and water dam paper.

Remove key cylinder lock.

Remove screws holding door lock to door lock pillar.

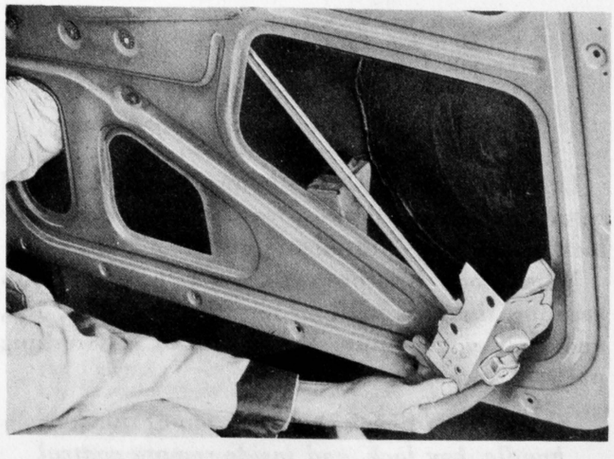


FIGURE 30—*Removing Door Lock, Link and Remote Control Assembly.*

Remove remote control to door inner panel screws.

Twist remote control bracket to left from behind ventilator center glass division bar.

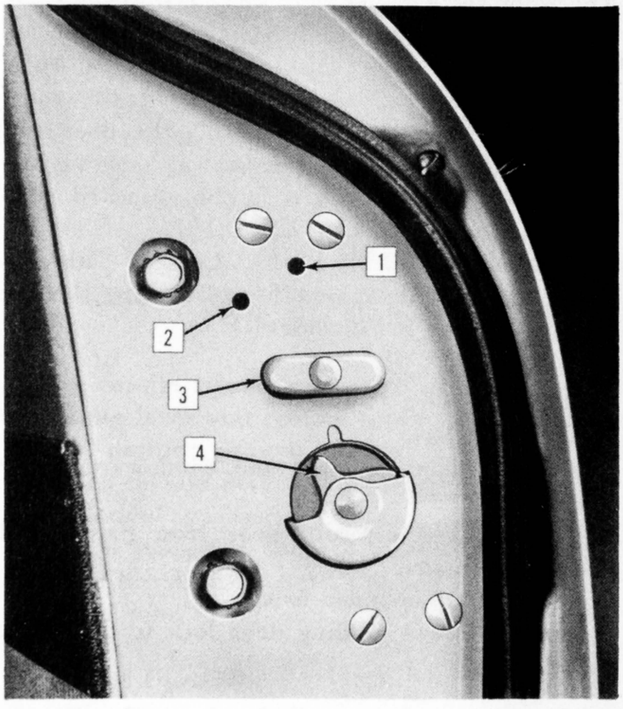
Push door lock from door lock pillar to inside of door and lower to opening in door inner panel, as shown in Figure 30.

If remote control or lock is to be replaced, remove rivet of either unit and re-rivet new part with rivet and wave washer furnished with each assembly.

Clean and lubricate lock before installing (refer to Maintenance and Lubrication).

Maintenance and Lubrication

Lubricate both sides of striker and rotor with Lubriplate.



1. Oil Hole for Lock Cams
2. Oil Hole For Lock Mechanism
3. Female Dovetail Block
4. Lock Rotor (Use Thin Film of Lubriplate)

FIGURE 31—*Door Lock Lubrication.*

Lubricate door lock mechanism, lock cams and rotor through two holes provided in face of door lock pillar. Use light engine oil, see Figure 31.

When lock has been removed, wash it with gasoline, then dry with air to remove all dust, dirt, and gum. Then apply Lubriplate to all working parts of lock.

CAUTION: *Check the operation of the door handle, key lock, and inside remote control before installing trim panel and hardware. Perform the following operations:*

NOTE: *The elongated holes in the remote control unit permit proper adjustment.*

With window down and door closed, open door from inside, using remote control handle. If door lock does not release, move remote control away from door lock.

With window down and door open, raise remote control handle as if locking door from inside. Then close door. This should trip the locking device so that the door can be opened by using the outside door handle.

If door cannot be opened by outside door handle, move remote control unit toward door lock.

DOOR VENTILATOR HANDLES

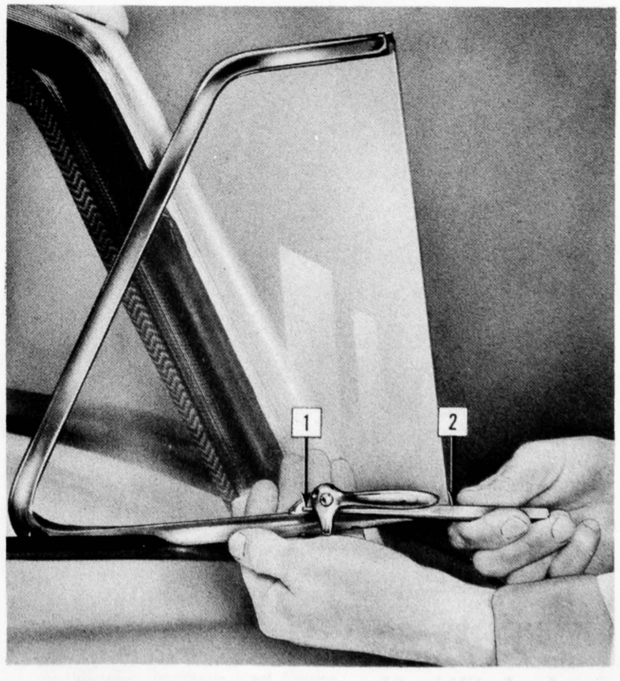
Two types of ventilator handles are used in the "Rambler" Series. A control button locking type handle is used on the "Rambler" Convertible and Station Wagon Models. The Country Club ventilator handle does not have the control button.

Door Ventilator Handle Control Button Type

Convertible and Station Wagon Models

The door ventilator handle is fastened to the ventilator glass frame with a pin.

The operation of the handle is controlled by a push button which must be depressed to unlock



1. Pin
2. Drift

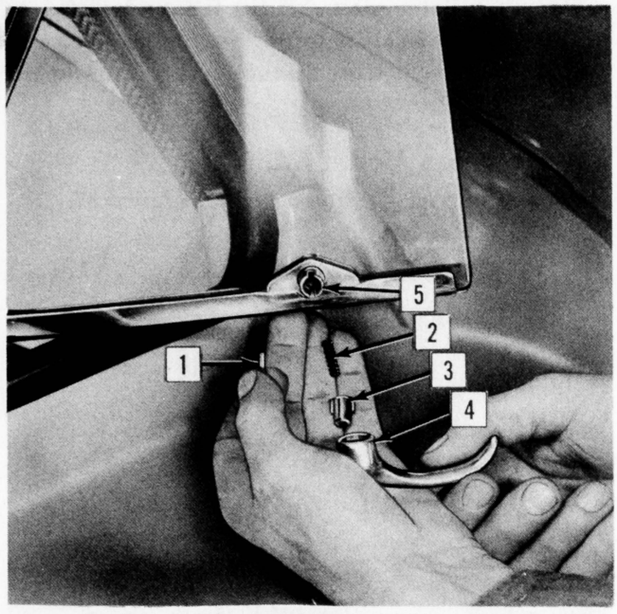
FIGURE 32—*Door Ventilator Handle Removal (Pushing Retaining Pin Out With Small Drift).*

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

the handle from either the full open or closed position.

Removal Procedure

Use small drift to push pin, which will release the handle from shaft on ventilator frame. With handle removed, the push button and spring may be removed from the handle (Fig. 33).



1. Pin
2. Spring
3. Push Button
4. Handle
5. Handle Shaft On Ventilator Frame

FIGURE 33—*Door Ventilator Handle Removed.*

Door Ventilator Handle Without Control Button
Country Club

The door ventilator handle on this model does not have a control button like that used on other "Rambler" models, and is, therefore, not interchangeable. The handle is fastened to the ventilator glass frame with a pin and can be removed and installed in the same manner as on all other "Rambler" models.

DOOR VENTILATOR ASSEMBLY

Two types of door ventilator assemblies are used on the "Rambler" Series.

On the "Rambler" Convertible and Station Wagon models the ventilator assembly is mounted to the door inner panel and door aluminum frame, as shown Figures 34 and 35.

On the "Rambler" Country Club, the door ventilator assembly is shown in (Item 1, Figs. 7 and 38). The ventilator front pillar and the center division bar are one unit. The ventilator frame channel which retains the rubber weatherstrip is riveted to the ventilator front pillar and center division bar assembly. The frame and glass assembly is riveted at the top hinge bracket and bolted at the bottom pivot under spring tension.

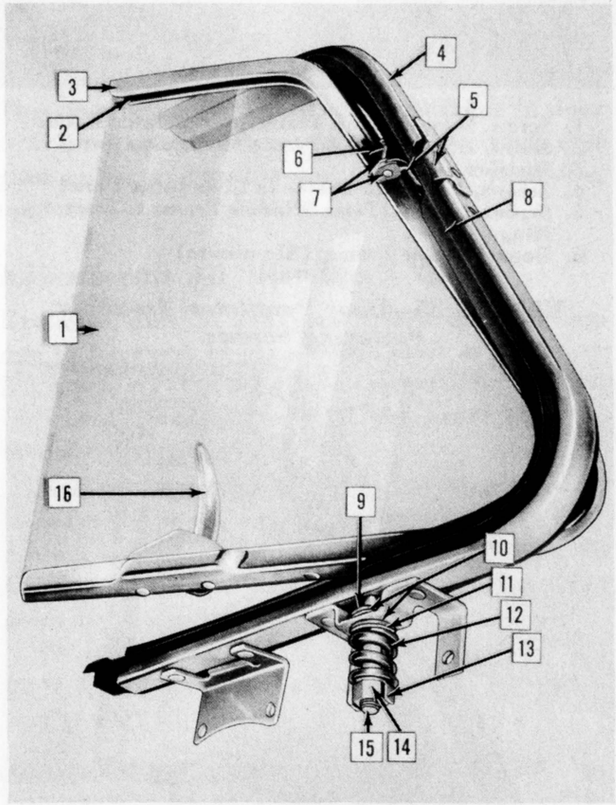
These assemblies are not interchangeable and the removal and installation procedures are different.

Convertible and Station Wagon Models

The door ventilator assembly, as shown in Figure 34, should be considered as four serviceable units, except where the complete assembly is damaged.

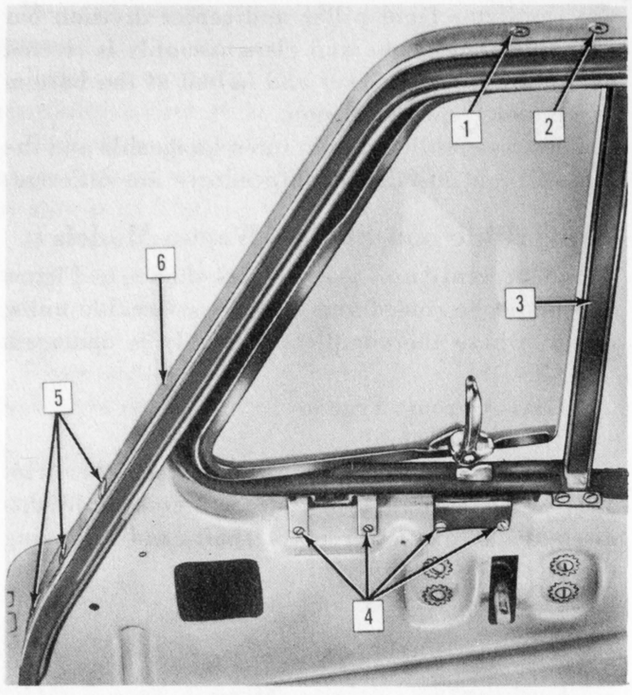
Glass.
Glass Chrome Frame.
Handle Assembly.
Ventilator Frame Channel and Weatherstrip.

The glass chrome frame may be removed by disassembly at the lower pivot shaft, and removing the rivet at the upper pivot bracket.



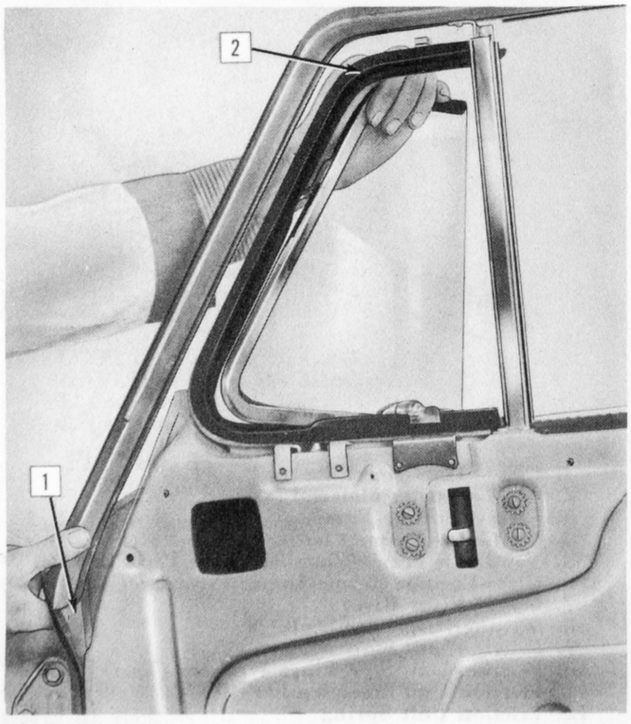
1. Glass—Flat—Herculite
2. Glass—Setting Material
3. Glass—Chrome Frame
4. Ventilator Frame Channel
5. Ventilator Frame Channel Upper Pivot Bracket
6. Glass Chrome Frame Upper Pivot Bracket
7. Upper Pivot Rivet
8. Weatherstrip (Rubber)
9. Friction Unit Stop
10. Friction Unit Stop Fibre Washers (Two)
11. Friction Unit Steel Washer
12. Friction Unit Spring
13. Friction Unit Tab Washer
14. Friction Unit Nut
15. Glass Frame Lower Pivot Shaft
16. Handle Assembly

FIGURE 34—*Door Ventilator Assembly (Right Side Shown).*



1. Screw, Door Window Frame to Ventilator Frame
2. Screw, Door Window Frame to Division Bar
3. Division Bar
4. Screws, Ventilator Frame to Door Inner Panel
5. Screws (three), Door Window Frame to Door Hinge Pillar
6. Door Window Frame (Aluminum)

FIGURE 35—*Door Ventilator Assembly Fastening Screws.*



1. Lifting Front Edge of Door Window Frame to Clear Top of Ventilator Assembly
2. Tilt Ventilator Assembly Outward, and Lift Front Door

FIGURE 36—*Removing Door Ventilator Assembly.*

Ventilator Assembly, Removal Procedure Convertible and Station Wagon Models

Procedure No. 1

Remove door armrest, window regulator and remote control handles.

Remove door finish moulding and trim panel.

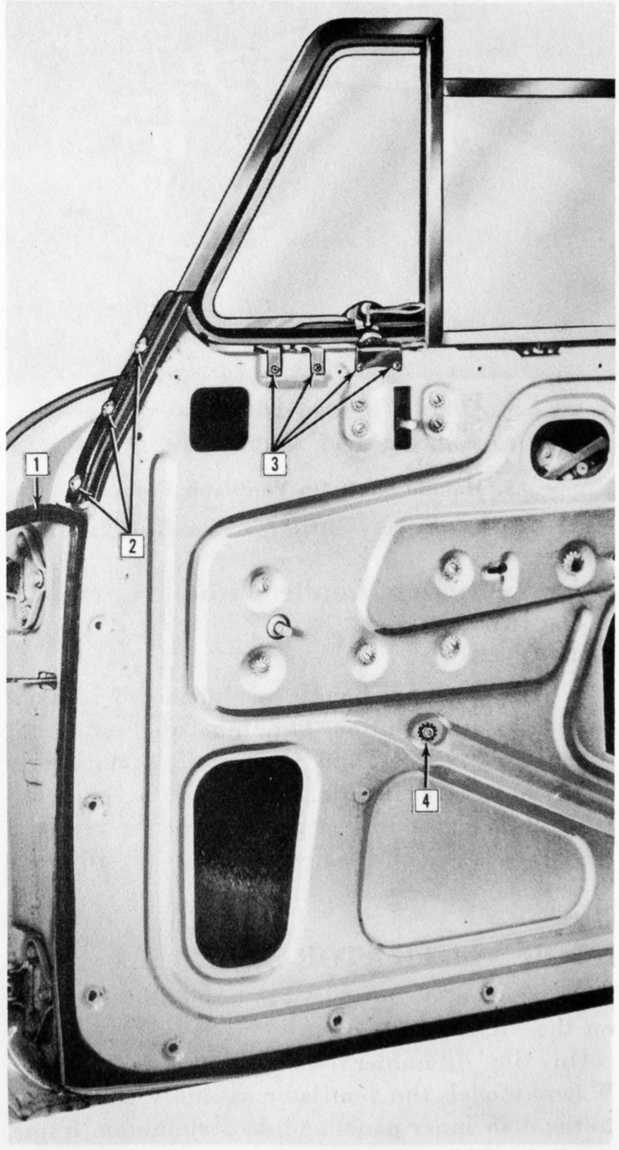
Remove screws (Items 1, 2, 4, and 5, Fig. 35).

Open ventilator glass and lift front edge of door window frame to clear top of ventilator assembly.

Tilt top of ventilator assembly outward and lift from door (Fig. 36).

Country Club Model 5227

Remove the parts as illustrated in Figure 37.



1. Door Sealer Rubber (Hinge Pillar)
2. Screws, Ventilator Assembly to Door Hinge Pillar
3. Screws, Ventilator Assembly to Door Inner Panel
4. Nut, Washer, and Stud, Door Ventilator Center Division Bar

FIGURE 37—*Front Door Ventilator Assembly Removal.*

DOOR TRIM — HARDWARE AND GLASS
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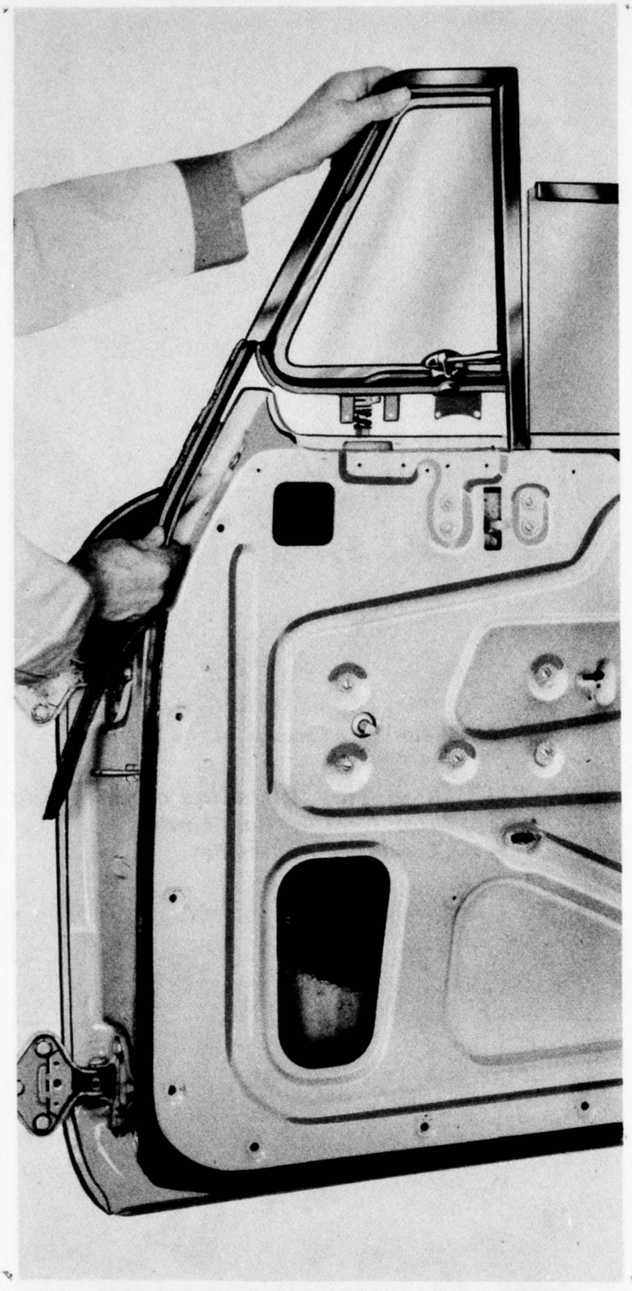


FIGURE 38—*Lifting Door Ventilator Assembly From Door.*

Ventilator Glass and Frame Removal After Complete Assembly Is Removed From Door
All "Rambler" Models

Procedure No. 2

Remove upper pivot rivet.

Remove all parts shown at Items 9, 10, 11, 12, 13, and 14 of Figure 34. This will disconnect lower pivot shaft of glass frame from ventilator frame channel lower pivot bracket.

Lift ventilator glass and frame from frame channel assembly.

Ventilator Glass Removal From Chrome Frame After Unit is Removed From Assembly
All "Rambler" Models

Procedure No. 3

Clamp bottom pivot in vise.

Slightly spread top and bottom of frame away from glass.

With two small blocks of wood about 3″ square and 1″ thick, apply one on each side of glass, insulating between wood block and glass with cork tape or strips of rubber. Use "C" clamp and tighten against the two blocks of wood. This will form a handle to pull the glass out of the frame.

Ventilator Glass Removal From Chrome Frame
All "Rambler" Models

Procedure No. 4

This may be accomplished with ventilator in door with no other parts removed. Open the ventilator glass as far as possible and follow the preceding operation.

Adjustments All "Rambler" Models

Excessive play in the glass frame may develop due to looseness of glass frame shaft at the lower friction bracket. This can be corrected by tightening the friction unit nut at the lower pivot to increase the spring tension.

Excessive tightness of the glass frame would indicate the lower pivot friction nut is too tight causing excessive spring tension, the lower pivot requires lubricating with Lubriplate, or the upper pivot rivet is binding.

DOOR VENTILATOR CENTER GLASS CHANNEL

The ventilator center glass channel on the "Rambler" Country Club is a part of the ventilator assembly as shown Figures 7, 37 and 38.

The ventilator center glass channel on the "Rambler" Convertible and Country Club Models is a separate unit and can be removed and installed without disturbing the ventilator assembly.

Station Wagon and Convertible Models

This assembly is provided with a sealer rubber on the front edge so that the ventilator glass, when closed, bears against it. On the door glass side there is a felted glass slide channel for the front edge of the door glass.

Removal Procedure

Remove door armrest, remote control, and window regulator handles.

Remove finish moulding, door trim panel, and water dam paper.

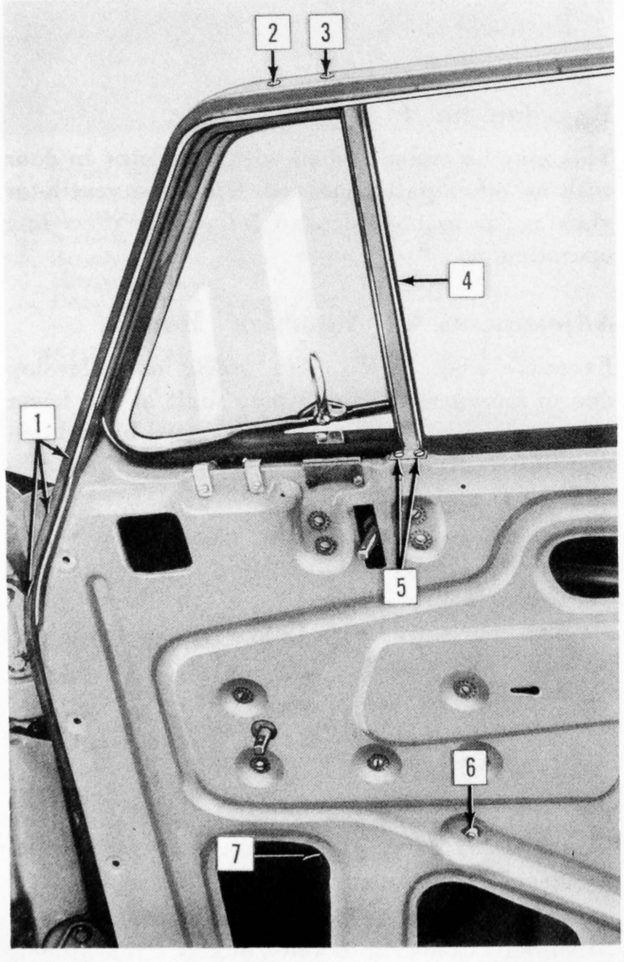
Remove nut and support stud (Fig. 40).

Remove three screws, window frame to door hinge pillar (Item 1, Fig. 39).

Remove two screws, top of window frame (Items 2 and 3, Fig. 39).

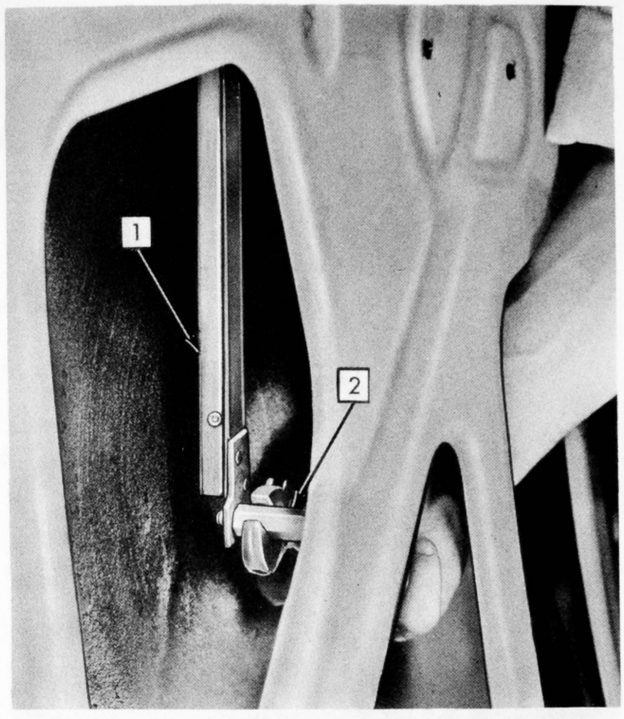
Remove two screws, channel to top of door inner panel (Item 5, Fig. 39).

Lift front edge of door window frame to clear top of ventilator center glass channel, and pull top of channel toward inside of door, as shown in Figure 41.



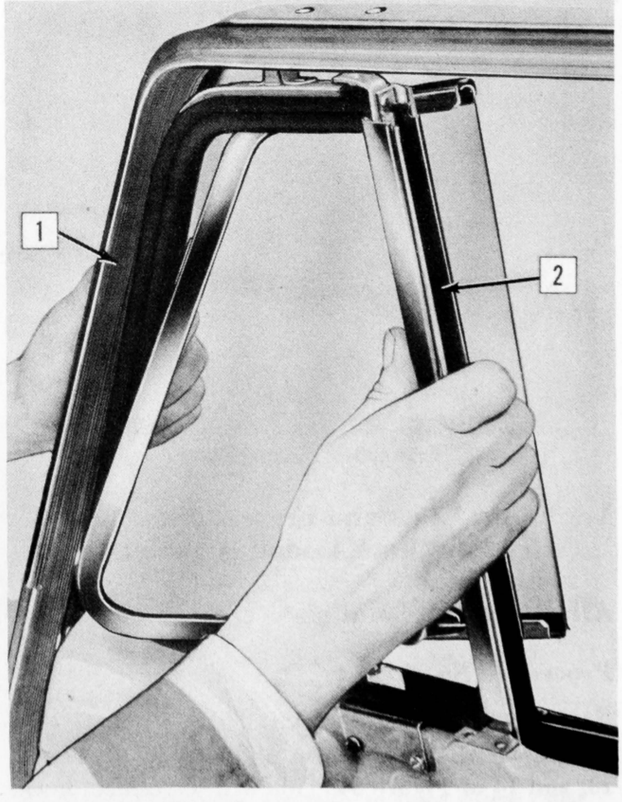
1. Three Screws, Door Window Frame to Door Hinge Pillar
2. One Screw, Door Window Frame to Door Ventilator
3. One Screw, Door Window Frame to Ventilator Center Glass Channel
4. Ventilator Center Glass Channel
5. Two screws, Ventilator Center Glass Channel to Top of Door Inner Panel
6. Nut for Adjustment, Bottom of Channel
7. Adjustable Support Stud, Channel to Door (Inside Door)

FIGURE 39—*Door Ventilator Center Glass Channel.*



1. Ventilator Glass Channel at the Bottom
2. Support Stud

FIGURE 40—*Removing, Installing or Adjusting Ventilator Center Glass Channel Assembly at Bottom.*



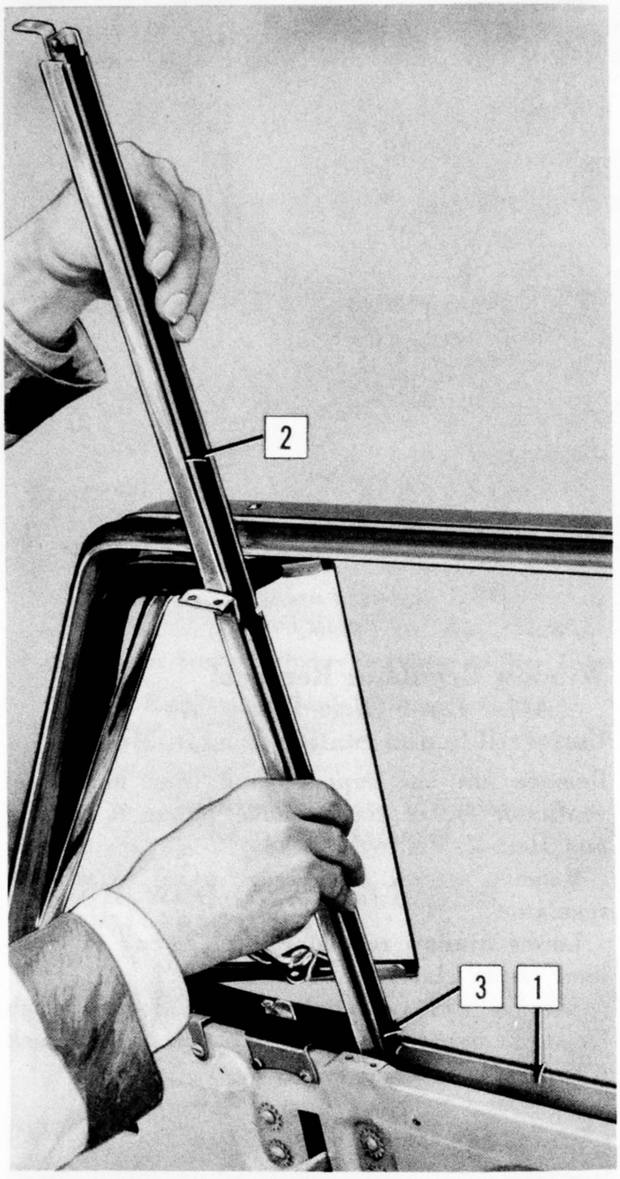
1. Door Window Frame
2. Ventilator Center Glass Channel

FIGURE 41—*Raising Front of Door Window Frame for Removal of Ventilator Center Glass Channel.*

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

Carefully lift ventilator glass center channel from door, as shown in Figure 42.

To install, reverse removal procedure and perform adjustment operations.



1. Door Glass In Lowered Position
2. Channel In Raised Position
3. Bottom of Channel Between Ventilator Rubber and Door Glass

FIGURE 42—*Removing Ventilator Center Glass Channel Assembly.*

Adjustment
All "Rambler" Models

Adjust center channel support stud in or out at bottom so that glass will travel straight up and down in channel and not bind on either side (Item 2, Fig. 40).

An elongated hole is provided in the door inner panel whereby this channel may be adjusted against the edge of the glass and the lock nut tightened to hold the adjustment selected.

Lubrication

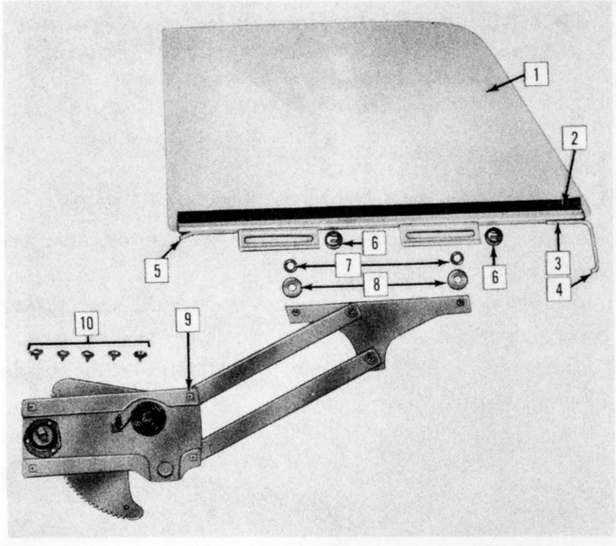
Use powdered or flake graphite in glass channel. Never use oil or wax.

DOOR WINDOW REGULATOR AND GLASS ASSEMBLY

Convertible and Station Wagon Models

The door glass may be removed without removal of the window regulator. WHEN ONLY THE WINDOW REGULATOR IS TO BE REMOVED, THE DOOR GLASS MUST BE REMOVED FIRST.

The window regulator arm studs, which extend through the glass bottom channel slots, are grooved and are fastened to the bottom glass channel by retainers (Item 6, Fig. 43).

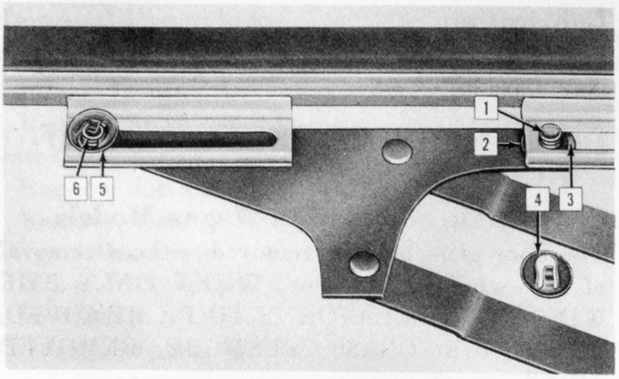


1. Glass
2. Glass to Bottom Channel Sealer and Setting Channel (Rubber)
3. Glass Bottom Channel
4. Bottom Channel End Extension and Support (Welded to Bottom Channel)
5. Water Drip Edge of Bottom Channel
6. Regulator Arm to Bottom Channel Retainers
7. Spring Washers
8. Fibre Washers
9. Window Regulator
10. Window Regulator to Door Panel Screws

FIGURE 43—*Door Window Regulator and Glass Assembly (Right Door Shown).*

The retainers have an opening whereby they may be placed over the end of the studs, and they have a straight slot that will engage the groove in the stud with a sliding action. When the retainers have been set in the proper position, a small projection or cap in the center of the retainer locks itself over the concave end of the stud. This holds the regulator arms in the bottom channel grooves (Fig. 44).

Since these units are not exposed for observation, it is important to know this construction before removing or replacing them.



1. Window Regulator Arm Stud
2. Fibre Washer
3. Spring Washer
4. Retainer
5. Retainer in Groove of Stud
6. Cap of Retainer Locked in Concave Section of Stud End

FIGURE 44—*Right Door Window Regulator Arms Installed in Glass Bottom Channel (View Looking Through Door Outer Panel).*

Door Glass Removal
Convertible and Station Wagon Models

Remove door armrest, window regulator and remote control handles.

Remove finish moulding, trim panel, and water dam paper.

Remove retainers from regulator arm studs (Figs. 44 and 45).

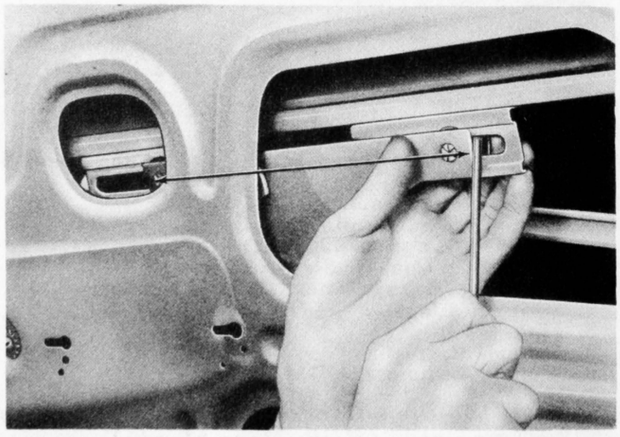


FIGURE 45—*Removing Retainer From Regulator Arm Stud, Using Small Screw Driver To Lift Cap On Retainer and Slide Off Regulator Arm Stud.*

Remove glass bottom channel from regulator studs.

Remove spring washers and fibre washers from window regulator studs. This is to prevent their being lost when the reassembly is made.

Raise edge of glass at ventilator center glass division bar, and lift glass and channel from door, See Figure 46.

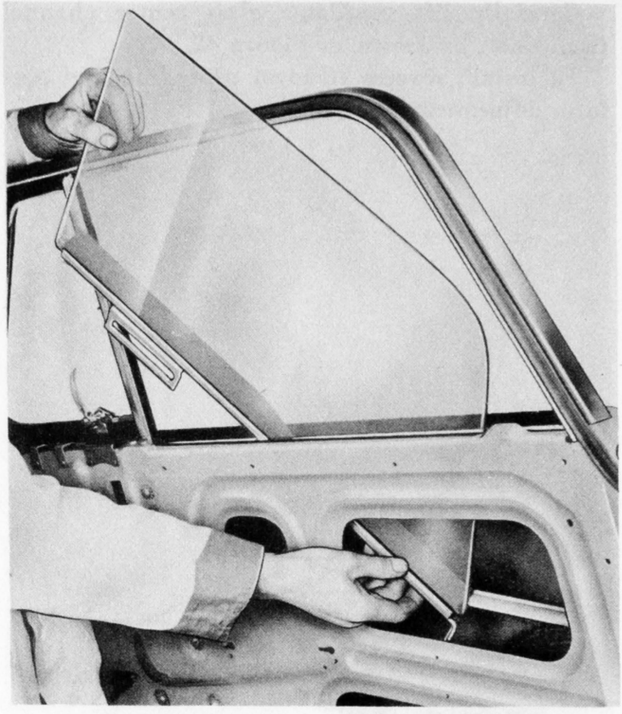


FIGURE 46—*Removing Glass Assembly From Door.*

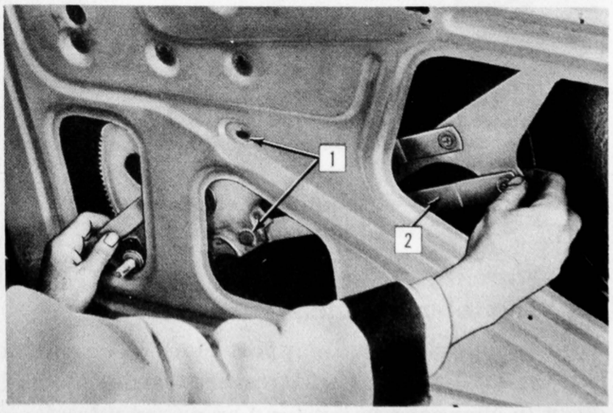
Window Regulator Removal (After Door Glass Removal)
Convertible and Station Wagon Models

Remove nut and support stud from bottom of ventilator center glass channel (Item 6, Fig. 39 and Item 2, Fig. 40).

Remove screws, door inner panel to window regulator.

Lower window regulator to clear end of ventilator center glass channel (Fig. 47).

Remove window regulator from door through large opening in door inner panel at door lock pillar (Fig. 47).



1. Window Regulator Lowered to Clear End of Ventilator Center Glass Channel
2. Window Regulator to Be Removed Through Large Opening at Door Lock Pillar

FIGURE 47—*Removing Door Window Regulator.*

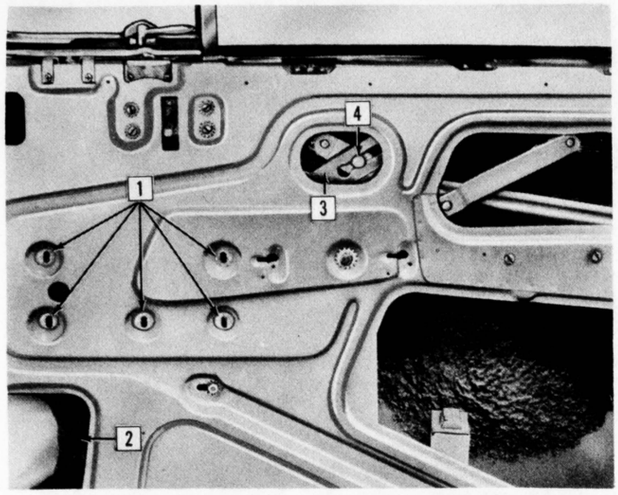
DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

Door Window Regulator
Country Club

The window regulator assembly consists of two units.

The window regulator (Item 32, Fig. 7), and the window regulator arm assembly (Item 34, Fig. 7).

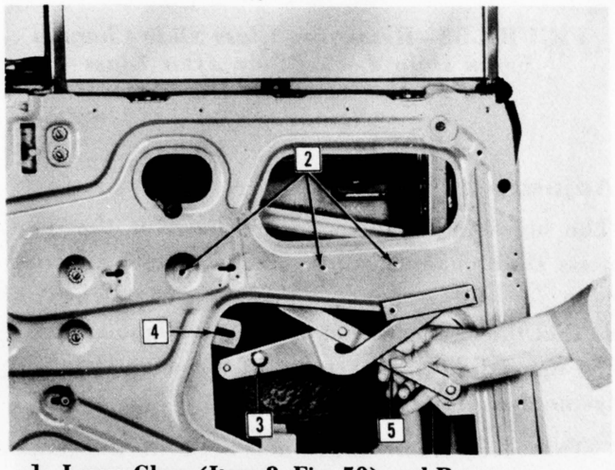
These units may be removed individually.



1. Remove Screws, Window Regulator to Door Inner Panel
2. Push Regulator to Inside of Door and Upward
3. Release Regulator Control Arm From—
4. Stud on Arm Assembly
5. Then Remove Regulator From Door

FIGURE 48—*Door Window Regulator Removal.*

DOOR WINDOW REGULATOR ARM ASSEMBLY
Country Club



1. Lower Glass (Item 8, Fig. 50) and Remove Retainer Clips (Item 7)
2. Remove Screws, Regulator Arm Assembly to Door Inner Panel
3. Push Regulator Arm Assembly In to Release Stud From—
4. Regulator Control Arm Slot
5. Remove Arm Assembly From Door as Shown

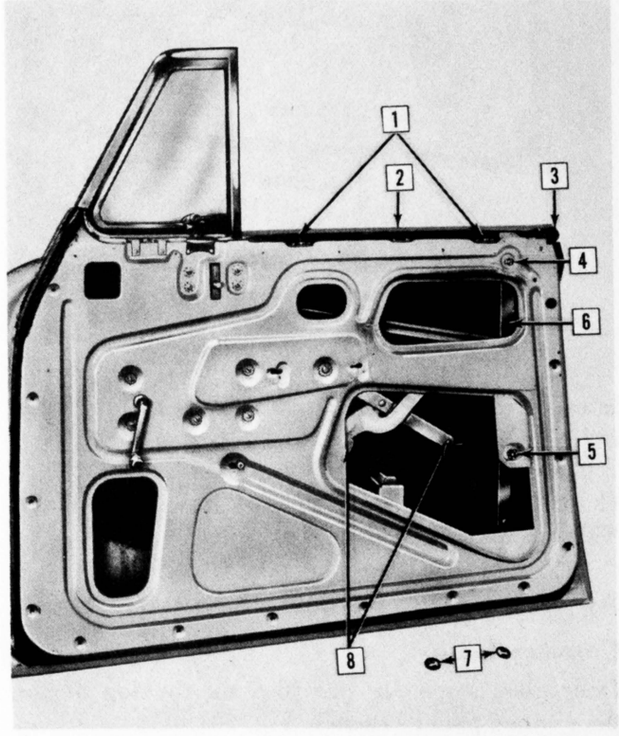
FIGURE 49—*Door Window Regulator Arm Assembly Removal.*

DOOR GLASS, FRAME AND BOTTOM CHANNEL ASSEMBLY
Country Club

The door glass, frame and bottom channel assembly (Item 9, Fig. 7) is removed and installed as one unit.

The glass chrome frame top and side is one unit, and the bottom channel is a separate unit that is fastened with screws to the lower side of the frame top and side unit, after the glass has been set into the bottom channel.

For glass replacement, the complete assembly must be removed from the door, then disassembled.



1. Door Glass Stop Adjusting Bolt and Stop Plate
2. Door Glass Anti-Rattle Roller
3. Door Window Frame Filler Cap
4. Door Window Frame Filler to Door Inner Panel Screw
5. Door Window Frame Filler to Door Inner Panel Stud, Nut, and Washer
6. Door Glass Guide Channel
7. Window Regulator Arms to Bottom Channel Retainers
8. Window Regulator Arms to Bottom Channel

FIGURE 50—*Door Glass, Frame and Bottom Channel Removal After Removing the Above Attaching Parts.*

ADJUSTMENT DOOR GLASS GUIDE CHANNEL
Country Club

The door glass guide channel (Item 16, Fig. 7) is adjusted and tightened to the door inner panel (Items 4, 5, and 6, Fig. 50), after the glass is lowered and properly located into the ventilator center glass channel, so the glass can be raised and

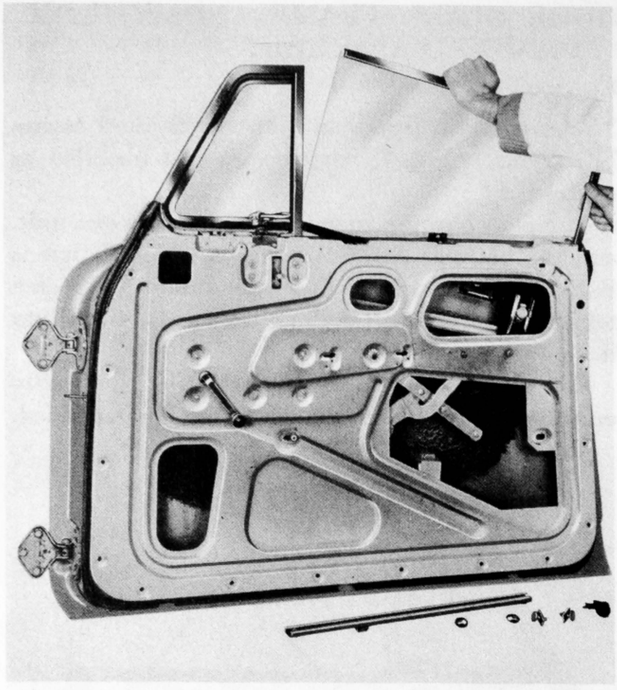


FIGURE 51—*Removing Glass, Frame and Bottom Channel Assembly From Glass After Removal of Parts Shown in Figure 50.*

lowered without binding in the glass bottom channel or window regulator.

Then it is necessary to adjust the glass slide channel to the glass frame so it will not bind. Then tighten it to door lock pillar.

ADJUSTMENT DOOR GLASS STOPS

Country Club

Door glass stops are provided on the top of the door inner panel (Item 1, Fig. 50).

The proper adjustment of these stops limits the travel of the glass and frame upward maintaining alignment with the door ventilator frame assembly.

They are to be adjusted to contact the glass bottom channel after the glass has been raised and is in line with the top of the ventilator frame; then the lock nuts may be tightened to maintain the adjustment selected. Rubber bumper caps are provided for the stop bolt to prevent noise from contact with the glass bottom channel.

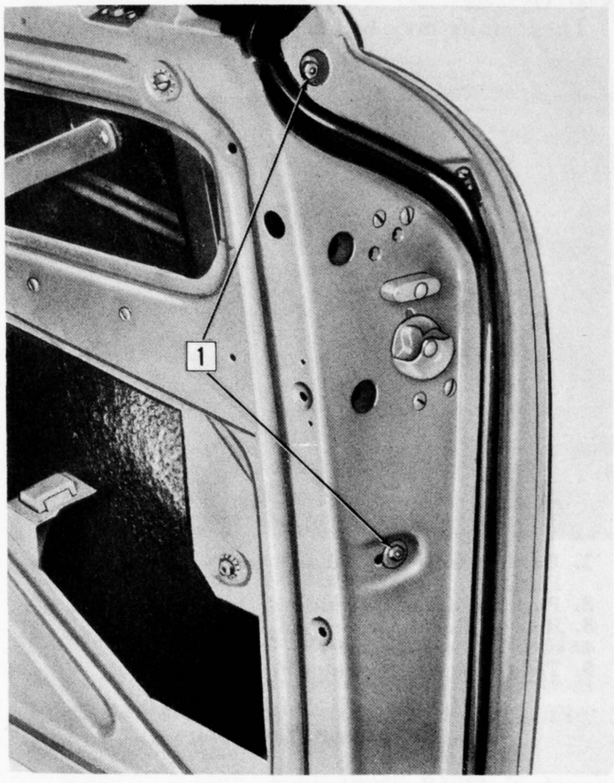
DOOR GLASS SLIDE CHANNEL (LOCK SIDE)

Country Club

The door glass slide channel (lock side) (Item 13, Fig. 7) is provided with brackets and studs which extend through the door lock pillar and are fastened with washers, lock washers, and nuts on the outside face of the door lock pillar (Fig. 52).

Removal

To remove and install this channel, it is first necessary to remove the door glass assembly (Fig. 50 and 51). This is necessary, as the channel must be pushed to the inside of the door to release the channel studs from the door lock pillar.



1. Remove Nuts, Lock Washers, and Flat Washers From Studs
2. Push Channel to Inside of Door and Remove Through Opening

FIGURE 52—*Removing Glass Slide Channel From Door Lock Pillar After Glass and Frame Assembly Has Been Removed.*

Adjustment

The holes in the door lock pillar, for the door glass slide channel studs, are elongated, allowing in or out adjustment of the slide channel. This so that the slide channel may be in alignment with the up and down movement of the door glass and frame assembly.

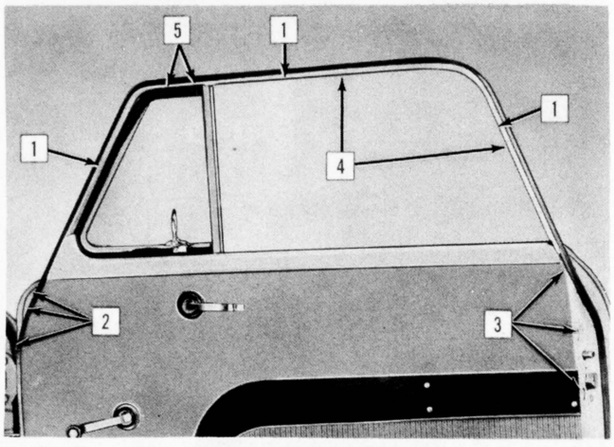
The glass frame must not bind in this slide channel when the glass is raised or lowered; therefore, this channel will locate its proper position when the glass is lowered and the door glass guide channel (Item 6, Fig. 50) has been properly adjusted and tightened. Then it is necessary to tighten the nuts to hold the slide channel at the proper location.

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

DOOR WINDOW FRAME AND GLASS SLIDE CHANNELS

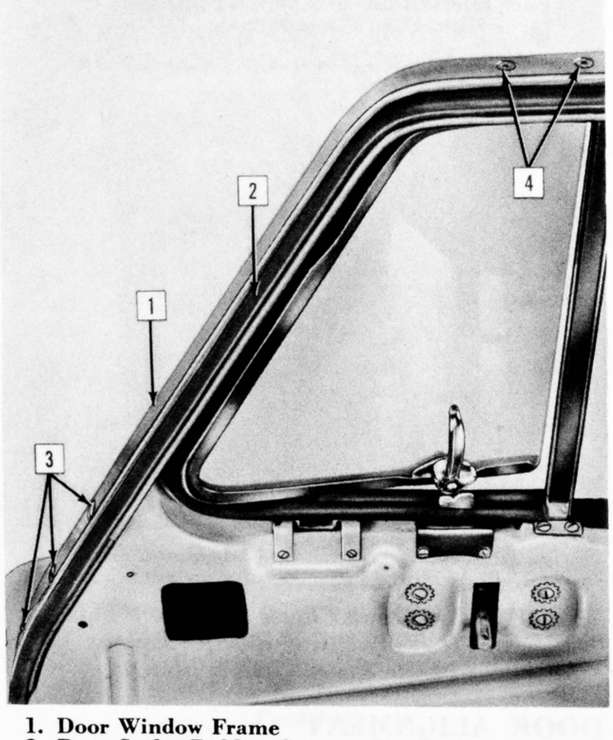
Convertible and Station Wagon Models

The door window frame is fastened to the outside of the door hinge pillar with three screws visible when the door is open (Item 2, Fig. 53, and Item 3, Fig. 54).



1. Door Window Frame
2. Screws, Window Frame to Door Hinge Pillar
3. Screws, Window Frame to Door Lock Pillar
4. Glass Slide Channel, Side and Header
5. Screws, Window Frame to Ventilator Frame and Ventilator Center Glass Channel on Top of Door

FIGURE 53—*Door Window Frame and Glass Slide Channel.*



1. Door Window Frame
2. Door Sealer Rubber Cemented to Door Window Frame
3. Screws, Door Window Frame to Door Hinge Pillar
4. Screws, Door Window Frame to Ventilator Frame and Glass Center Channel

FIGURE 54—*Fastening Door Window Frame At Hinge Pillar and Ventilator.*

On the door lock side, the window frame is inserted onto the inside of the door and is fastened to the door lock pillar with three cap screws which are accessible from the outside of the door lock pillar (Item 3, Fig. 53). The glass slide channel is clipped into the inside recess of the door window frame. (Fig. 55).

1. Door Window Frame
2. Glass Slide Channel

FIGURE 55—*Glass Slide Channel In Door Window Frame Inside Door On Door Lock Pillar.*

The upper part of the door sealer rubber, top, and sides, is cemented to the door window frame (Item 2, Fig. 54).

Door Window Frame Removal

Carefully loosen door sealer rubber from top and sides of door window frame.

Remove three screws, window frame to door hinge pillar (Item 3, Fig. 54).

Remove two screws, top of window frame at ventilator and center glass channel (Item 4, Fig. 54).

Remove three screws, door lock pillar to window frame (Item 3, Fig. 53).

Lower door glass and carefully lift window frame from door.

Door Window Frame Adjustment

Before tightening the screws holding the door window frame to the door hinge and lock pillars (Items 2 and 3, Fig. 53), the window frame should be pulled toward the body, the door closed, and a careful inspection made to see that the window frame sealer rubber contacts the body at the front, top, and body lock pillar. After this adjustment is made, the screws are tightened securely.

Door Glass Slide Channel Removal Procedure

Lower door glass and remove the glass slide channel from top and side of door window frame down to top of glass.

Carefully pull glass slide channel upward while raising and lowering glass with regulator handle. This will permit the glass channel to slide upward in the door window frame, so it will be released from the edge of the glass and can be removed from the window frame in the door window opening.

NOTE: *Glass slide channel cannot be removed from window frame without damage to retaining clips. A NEW GLASS SLIDE CHANNEL must be installed.*

DOOR CHECK AND STOP

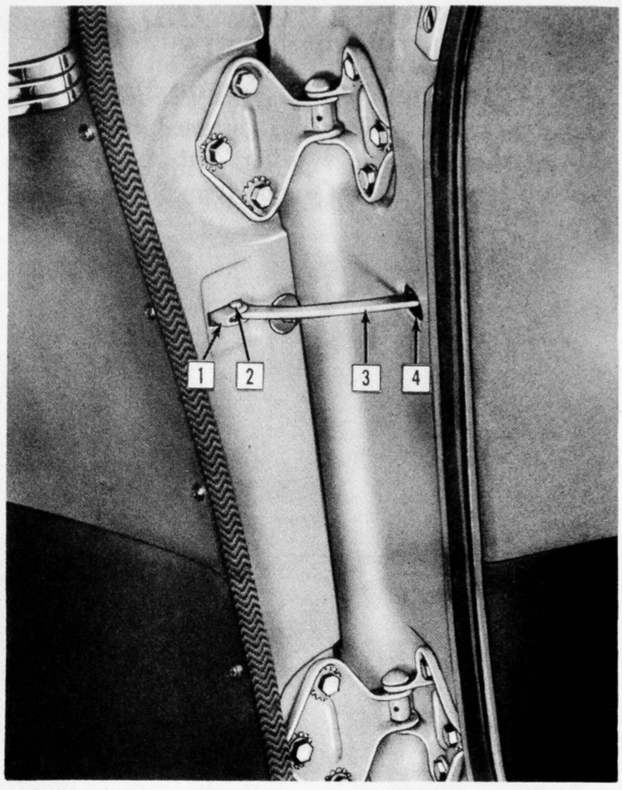
All Models

Door Check Removal Procedure

Remove rivet, link to door check bracket (Item 1, Fig. 56). (When Reinstalling, use service shoulder bolt, lock washer, and nut).

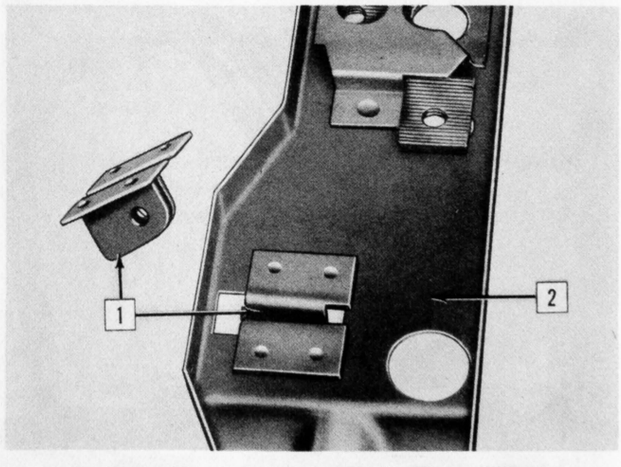
Loosen door trim panel along door hinge pillar.

Remove and install door check through cutout of door inner panel.



1. Door Check Bracket (On Body Hinge Pillar)
2. Door Check Rivet (Link to Body Hinge Pillar Bracket). (A Shoulder Bolt, Lock Washer and Nut Are Available For Service)
3. Door Check Link Assembly
4. Door Check Guide and Support Bracket (Welded to Door Hinge Pillar)

FIGURE 56—*Door Check and Stop.*



1. Door Check Bracket (Body Hinge Pillar)
2. Body Hinge Pillar Reinforcement

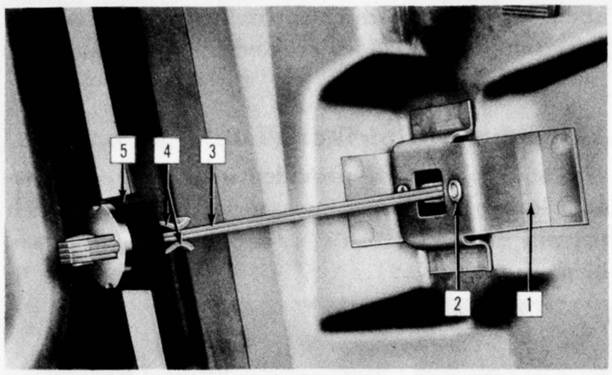
FIGURE 57—*Door Check Bracket Welded to Front Body Pillar Reinforcement (Inside Front Body Pillar).*

DOOR ALIGNMENT

All Models

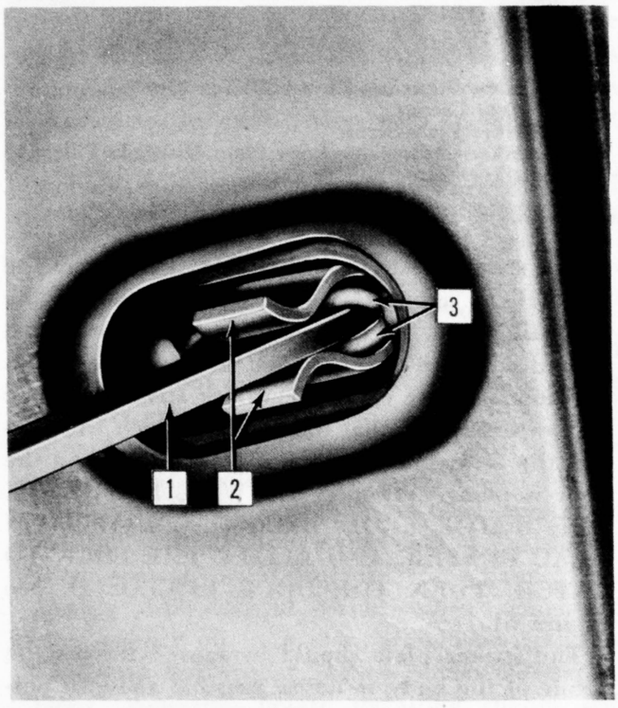
The proper alignment of the door is determined and maintained by the setting and adjustment of the door hinges. The contour of the door hinge pillar is the exact duplicate of the contour of the

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)



1. Door Check Support and Guide Assembly
2. Door Check Guide (Riveted to Support)
3. Door Check Link Assembly
4. Door Check Link Springs
5. Door Check Link Rubber Bumper

FIGURE 58—*Door Check Support and Guide Assembly Welded to Door Hinge Pillar Inside of Door.*



1. Door Check Link
2. Door Check Link Springs
3. Door Check Guide Straps Riveted to Support Assembly

FIGURE 59—*Operation of Door Check In Door. Door in Open Position With Door Check Through Center of Guide, and Door Check Link Springs Forced Over Guide Straps Serve as a Stop and To Hold the Door in An Open Position.*

body hinge pillar. The correct setting of door hinges on both the door and the body hinge posts should provide a uniform clearance from top to bottom along the hinge pillar. With this established, the bottom and lock side of the door should also provide a uniform clearance in relation to the floor sill and lock pillar of the body.

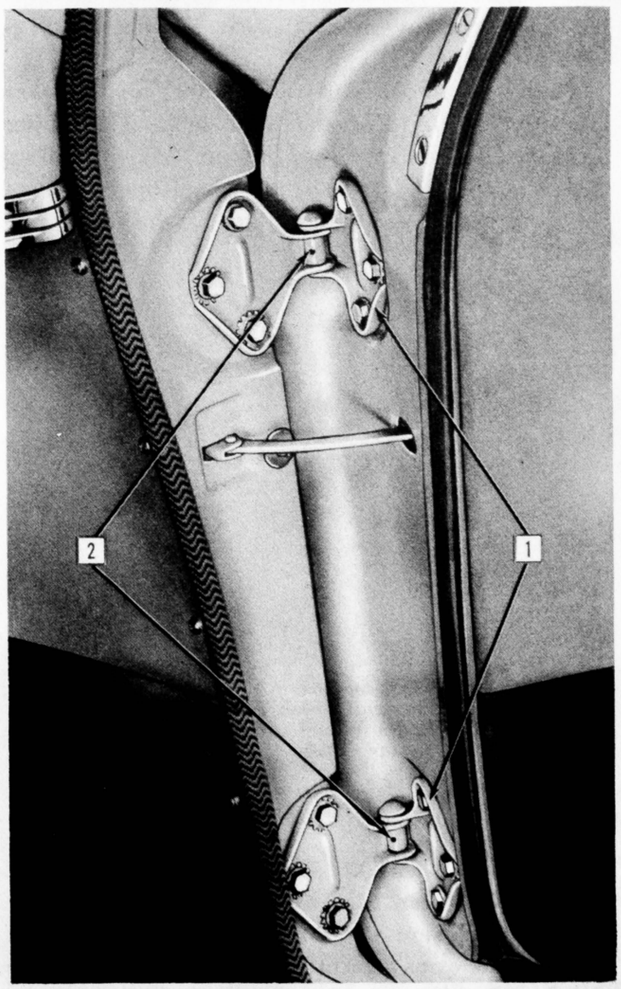
Convertible and Station Wagon Models

An additional adjustment may be required, to provide proper alignment and sealing of the door window aluminum frame to the front, top, and body lock pillar down to the belt rail. This adjustment can be made after the door has been adjusted at the hinges.

To adjust the door window aluminum frame it is only necessary to loosen the screws holding the frame to the door hinge and lock pillars (Items 2 and 3, Fig. 53). Move the aluminum frame as required for proper sealing to the body. Then securely tighten screws.

DOOR HINGES
All Models

The door hinges are pin type. The hinge pins require lubrication which can be applied with an oil can or pressure gun through the oil hole in hinge visible when door is open.



1. Door Hinges
2. Door Hinge Pin Oil Hole

FIGURE 60—*Door Hinges.*

The hinges are adjustable to both the door and body hinge pillars, whereby they may be raised or lowered, moved in or out to effect proper door alignment. Shimming and bending hinges is only necessary for moving door to front or rear in opening.

These hinges are interchangeable and can be used at top or bottom, right or left door. When right and left hinges are to be used on the opposite side, it is only necessary to reverse the hinge pin which should always be installed at the top of the hinge.

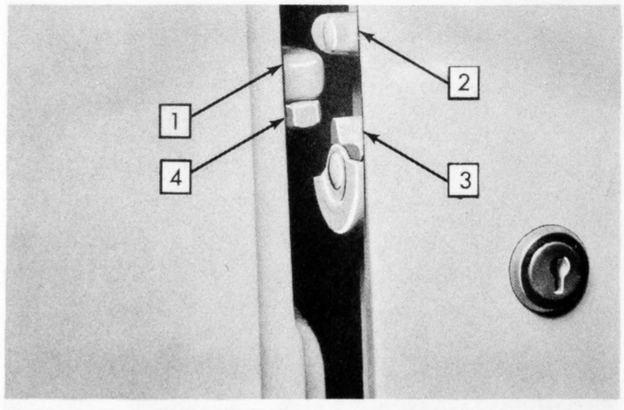
NOTE: *After making any adjustments on hinges, the door lock striker and male dovetail should be adjusted for alignment to the door lock rotor.*

DOOR LOCK STRIKER AND DOVETAIL

All Models

The striker plate serves a dual purpose. It keeps the door in the latched position and prevents the door from moving up and down. This striker plate also contains a pivoted safety catch which prevents the door from opening when it has not been securely closed.

The upper block and rotor wheel on the door are integral parts of the door lock. The upper block bears against the top of the striker plate on the pillar post, and the rotor wheel bears against the bottom of the striker plate as shown in Figure 61.



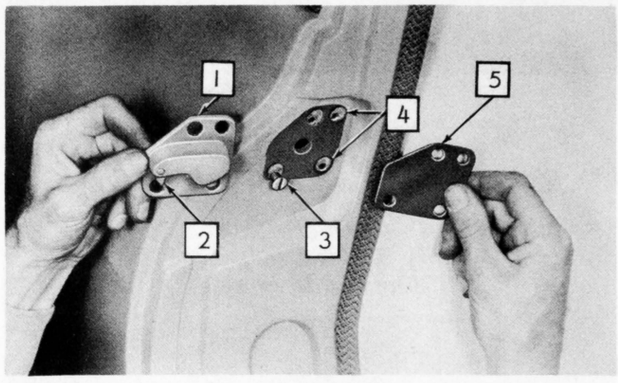
1. Lock Striker
2. Dovetail Block (On Lock)
3. Rotor Wheel (On Lock)
4. Safety Catch

FIGURE 61—*Door Lock Striker and Dovetail.*

The rotor wheel keeps the door in the closed position, as it can turn in one direction only due to spring tension on the individual cams. This wedges the cams against the rotor wheel. When the door handles are moved to open the door, the cams in the latch release the rotor wheel so it will turn in either direction. The cams in the latch, being under individual spring tension, automatically take up clearance created by compression of the door sealer rubber.

Adjustment of Striker Plate

The body pillars are provided with a tapped movable lock plate that is encased in the pillar which permits movement of the striker plate, up or down, in or out (Fig. 62).



1. Striker Plate and Dovetail Assembly
2. Safety Catch
3. Striker Plate Screw
4. Striker—Adjustable Lock Plate (In Body Pillar)
5. Striker Shim

FIGURE 62—*Adjustment of Striker Plate.*

The striker plate should be adjusted so that the top will be about 1/32" below the bottom of the dovetail block. At this setting the rotor wheel should strike the safety catch in the center when the door is being closed. The lock striker must be set low enough so that the movable catch will contact the lock rotor, causing it to revolve when the door is being opened. THIS WILL ELIMINATE THE ROTOR FROM BECOMING STUCK ON DEAD CENTER, AND ALLOW THE LOCK TO CATCH WHEN THE DOOR IS CLOSED. See Figure 61.

The striker plate should be moved toward the inside of the body as far as possible and still permit latching the door without excessive pressure or slamming. This will compress the door sealer rubber sufficiently to eliminate any door noise or movement in the door and also to create sufficient sealing to prevent drafts or wind noise. In cases where the striker plate has been moved in as far as possible, and the door sealer rubber is not tight against the body, it is then necessary to remove the striker plate and ream the inner edge of the holes in the body pillar.

The lock striker and dovetail should also extend far enough from the body pillar to permit at least 50% bearing surface for the dovetail block on the lock. To obtain this setting, shim back of the lock striker. If necessary, longer screws may be used. See Figure 62.

DOOR TRIM — HARDWARE AND GLASS
("Rambler" Series)

CAUTION: *Never hit or try to bend either of these units to bring them into proper alignment. If either the rotor wheel or dovetail block of the lock is damaged, the entire assembly should be replaced.*

Lubrication

Lubricate both sides of the striker and rotor with a thin film of Lubriplate.

NOTE: *Always lower door glass when adjusting lock strikers. This will prevent the body from being air bound.*

In winter be sure door sealer rubbers are soft before adjusting lock striker. See subject Door Sealer Rubber Maintenance.

DOOR SEALER RUBBERS

The door sealer rubbers are of a sponge rubber with a skin over the complete exterior. Their purpose is to seal around the door at all points of contact with the body. These sealer rubbers are cemented to the door flanges with rubber cement (Figs. 2 and 5).

Should it become necessary to replace any of the door sealer rubbers, follow the replacement installation procedure below.

Replacement Installation Procedure

Replacement door sealer rubbers are coated with graphite or powder to prevent stickiness while being carried in parts stock.

Remove all graphite or powder with a cloth dampened in gasoline.

Remove all old rubber from door and clean thoroughly. Then apply a thin coat of Nash black rubber cement to the door pillar and flange.

Apply thin coat of black rubber cement to sealer rubber on both sides which contact door flange and door pillar. Allow cement to dry to "tacky" condition before installing rubber seal onto door flange.

CAUTION: *Do not stretch rubber. Do not allow any slack in rubber. Hold sealer rubber in proper position before any contact is made with door; otherwise it will be difficult to remove rubber for readjustment.*

NOTE: *When installing the bottom sealer rubber, see that the cutouts in the rubber line up with the drain hole embossing in the bottom of the doors.*

Maintenance of Sealer Rubbers

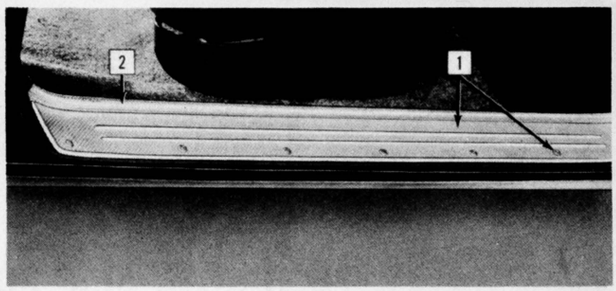
Cold weather has a tendency to cause the door sealer rubber to harden, causing it to lose some of its resiliency. This may cause the door to be loose in opening, resulting in noise.

In service, use a cloth dampened in gasoline and clean all the dirt from the sealer rubbers on the doors. Clean all the dirt from the body pillars and from all the points where the rubber contacts the body. Now apply a good rubber softener solution to the sealing rubber. In some cases, where rubber is dry, a second application of rubber softener may be necessary to obtain desired results.

CAUTION: *Do not use graphite, brake fluid or any wax on sealer rubbers.*

DOOR SCUFF PLATE OR SILL MATS

All Models



1. Scuff Plate and Screws
2. Inside Flange of Scuff Plate Serves as Seal For Door Trim Panel Bottom Edge

FIGURE 63—*Door Scuff Plate and Screws.*

The aluminum door scuff plate is fastened with sheet metal screws to the body sill panel.

The raised flange of the scuff plate is set to the inside of the body to seal against the bottom of the door trim panel when the door is closed.

When installing scuff plates and after adjusting the doors, the scuff plates should be set so the flange will seal against the bottom of the door trim panel.

NOTE: *Rubber sill mats may be used as optional parts for the aluminum scuff plates.*

DOOR MOULDINGS AND ATTACHING CLIPS

Door Lower Mouldings

Door lower mouldings are on all "Rambler" models except the Deliveryman Model 2204, (See Item 4, Fig. 1). They are clipped to the door with four clips as shown (Fig. 64) and one clip as shown (Fig. 65). This is a flat clip and is used opposite the door hinge pillar.

The flat clip is inserted into the door and the moulding is snapped over the top and bottom edges of the clip. The spring type clips are inserted into the moulding flanges, then spaced to

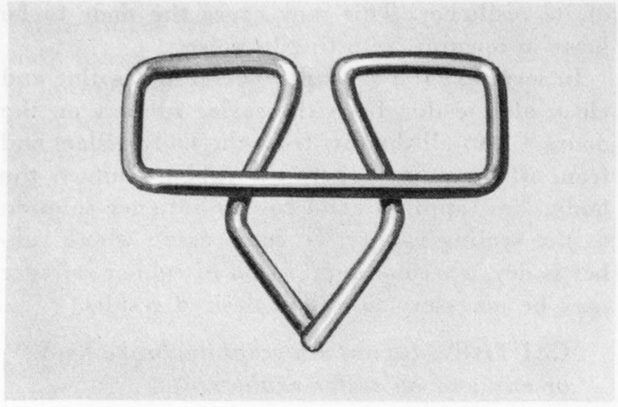


FIGURE 64—*Moulding Clip—Door Belt, Lower and Rear Fender Mouldings.*

line up with the holes in the door outer panel, so they may be pressed through these holes.

To remove these mouldings, insert a small screw driver under the end of the moulding at the lock side of the door and pry moulding with clip from door.

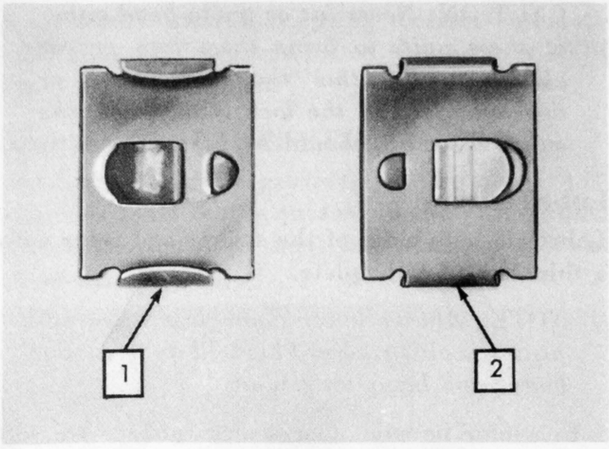


FIGURE 65—*Moulding Clip, Door Lower Moulding At Hinge Pillar, and Rear Fender at Wheel Opening.*

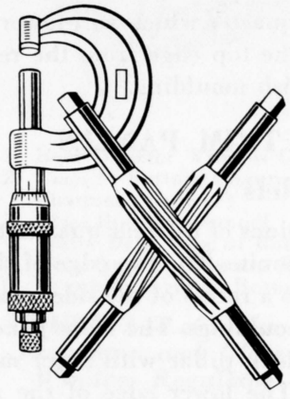
The door belt moulding is fastened with only the spring type clip as shown (Fig. 64), therefore, the above explanation of installation and removal will apply.

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

REAR QUARTER TRIM— HARDWARE—GLASS

SIDE ARM REST AND TRIM PANEL ASSEMBLY
- Convertible 2
- Country Club 2

TRIM PANELS
- Station Wagon 2

WINDOW REGULATOR AND GLASS ASSEMBLY
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REAR QUARTER TRIM - HARDWARE - GLASS

REAR QUARTER TRIM–HARDWARE–GLASS

("RAMBLER" SERIES)

REAR QUARTER SIDE ARMREST AND TRIM PANEL ASSEMBLY

Convertible and Country Club

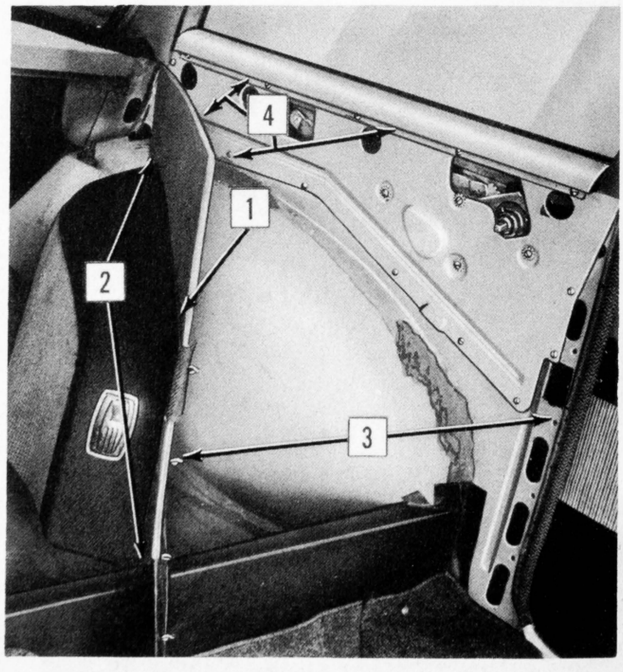
The rear quarter side armrest assemblies are a moulded ragboard, to which the armrest padding and trim material is cemented. Reinforced cutouts are provided in the front face of the armrest for ash receiver on some models.

Fastening Side Quarter Armrest to Trim Panel

The side quarter armrests are stapled to the side quarter trim panel after each assembly is completely upholstered. Then the complete assembly, including armrest and side quarter trim panel, is installed into the body as one unit.

Fastening Side Quarter Armrests and Trim Panel Assembly to Body

The complete assembly is fastened to the side quarter inner metal panel by two sheet metal screws, one at the upper rear edge and one at the lower front edge of the armrest, and by clips in the trim panel ragboard, which are inserted through the holes in the body lock pillar (Fig. 1).



1. Armrest Assembly Stapled to Trim Panel Assembly
2. Screw At Front Lower Corner and Upper Rear Corner Holding Armrest and Trim Panel Assembly to Side Quarter Panel
3. Front Edge of Trim Panel Clipped to Body Lock Pillar
4. Top Edge of Trim Panel Inserted into Recess at Bottom of Finish Moulding

FIGURE 1—*Rear Quarter Armrest and Trim Panel Assembly ("Rambler" Convertible Shown).*

Removal Procedure

Remove rear seat cushion and seat back.

Remove screw at front lower corner and at upper rear corner of armrest holding armrest and trim panel assembly to side quarter panel.

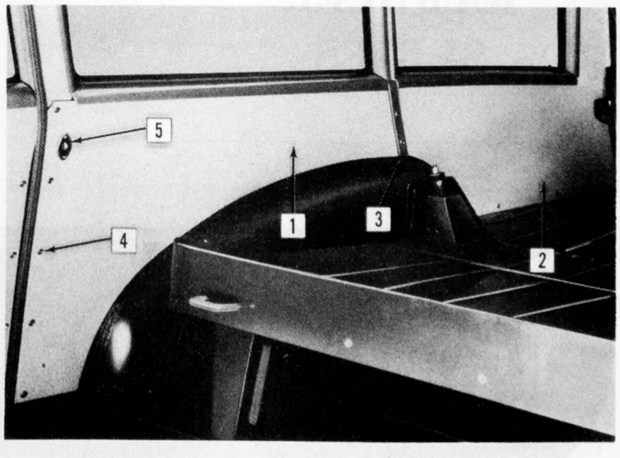
Loosen front edge of trim panel from body lock pillar.

Pull the complete lower part of armrest and trim panel from body side quarter which will lower the trim panel, releasing the top edge from the recess in the rear quarter finish moulding.

REAR QUARTER TRIM PANELS

Station Wagon Models

The front and rear sections of the rear quarter trim panels are grained masonite. The top edge of these panels are inserted into a recess of the side quarter window lower finish mouldings. The front panel is fastened to the body lock pillar with sheet metal screws and bushings. The lower edge of the rear panel is also fastened to the side quarter panel with screws. The joint of the two panels at the side quarter center pillar is fastened with a cover plate (Fig. 2).



1. Side Quarter Trim Panel, (Front) Right
2. Side Quarter Trim Panel, (Rear) Right
3. Side Quarter Trim Panel Joint Cover Plate
4. Side Quarter Trim Panel Screw and Bushing
5. Dome Light Switch

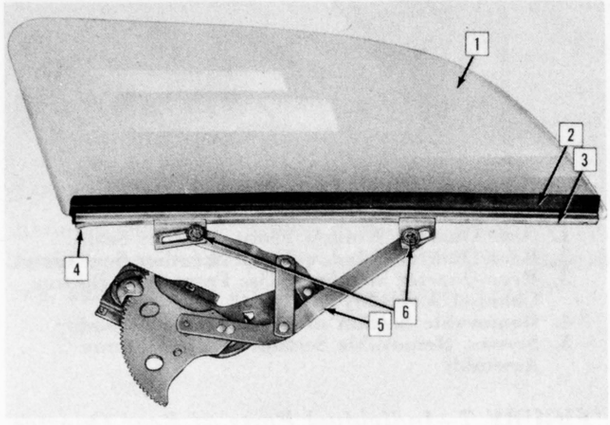
FIGURE 2—*Rear Quarter Trim Panels, Station Wagon Models (Deliveryman Model 2204 Shown).*

REAR QUARTER TRIM — HARDWARE — GLASS
("Rambler" Series)

REAR QUARTER WINDOW REGULATOR AND GLASS ASSEMBLY

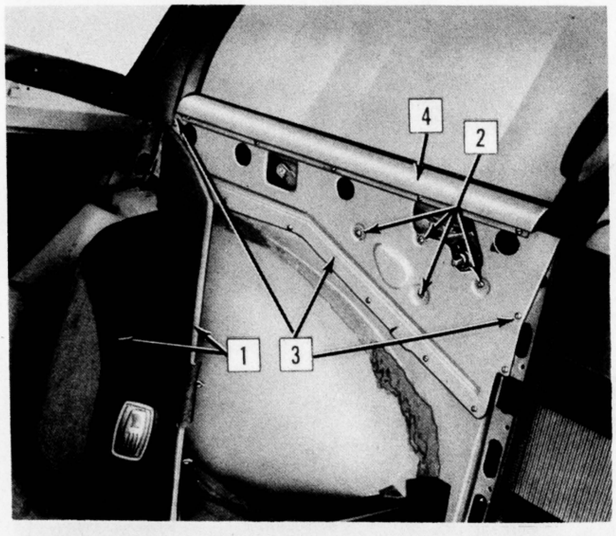
Convertible

The rear quarter window regulator and glass assembly, as shown in Figure 3, must be removed from the body as a complete unit.



1. Rear Quarter Window Glass
2. Glass to Bottom Channel Sealer and Setting Channel (Rubber)
3. Glass Bottom Channel
4. Water Drip Edge of Bottom Channel
5. Rear Quarter Window Regulator (Left)
6. Regulator Arm to Bottom Channel Retainers

FIGURE 3—*Left Rear Quarter Window Regulator and Glass Assembly With Window Regulator Arms Installed in Glass Bottom Channel.*



1. Rear Quarter Side Trim Panel and Armrest Assembly
2. Screws, Window Regulator to Rear Quarter Window Regulator Panel
3. Screws, Window Regulator Panel to Body Lock Pillar, Water Dam Panel on Wheelhouse and Low End of Side Roof Rail
4. Finish Moulding

FIGURE 4—*Parts to Be Removed Prior to Removing the Window Regulator and Glass Assembly.*

Removal Procedure
Convertible

Remove rear seat cushion and back assembly.

Remove window regulator handle, rear quarter trim panel and armrest assembly (Fig. 4).

Remove screws, window regulator to rear quarter window regulator panel.

Remove screws, window regulator panel to body side quarter assembly.

Lift rear quarter window regulator and glass assembly from glass slide channels, Figure 5.

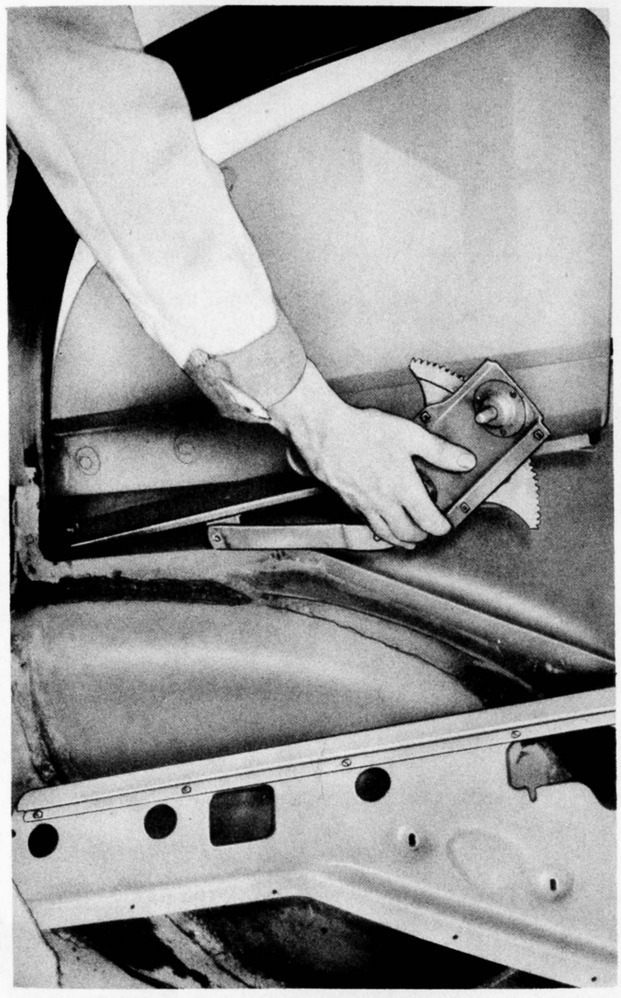


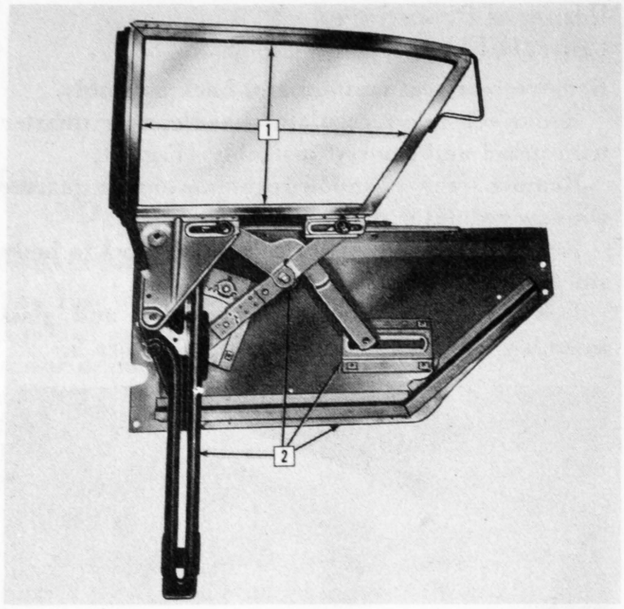
FIGURE 5—*Removing Rear Quarter Window Regulator and Glass Assembly.*

Remove regulator arm to bottom channel retainer for replacement of either assembly.

REAR QUARTER WINDOW REGULATOR AND GLASS ASSEMBLY

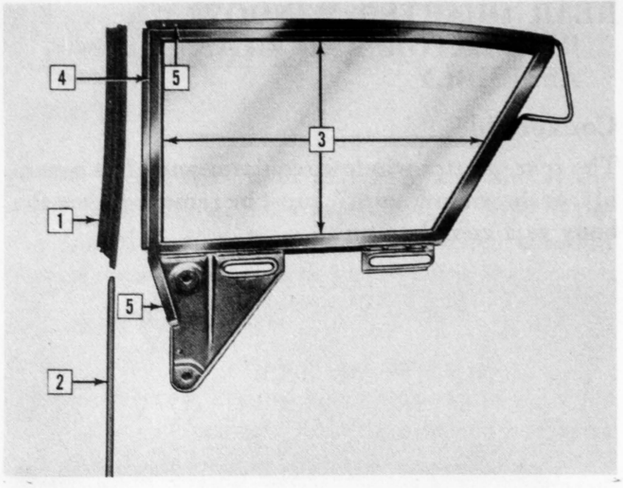
Country Club

The rear quarter window regulator and glass assembly (Fig. 6) must be removed from the body as a complete unit.



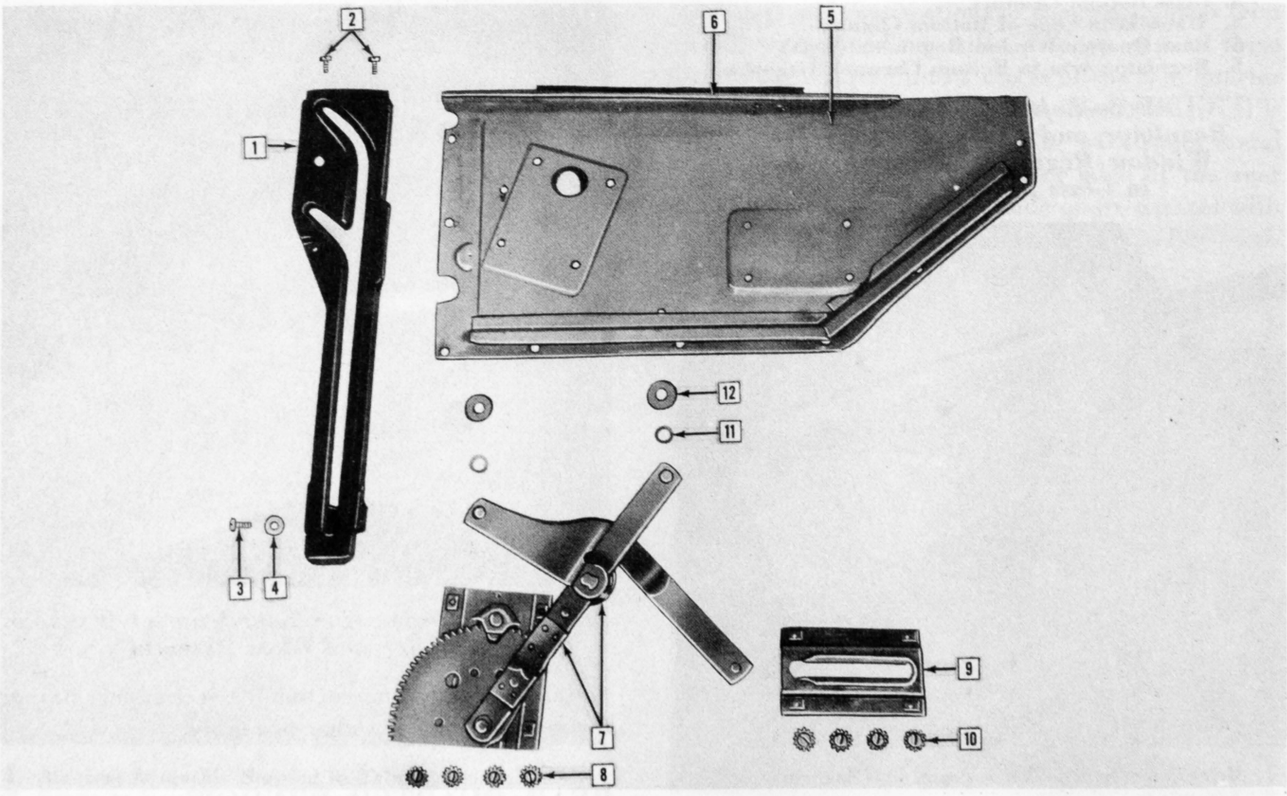
1. Rear Quarter Window Glass and Bottom Channel Assembly
2. Rear Quarter Window Regulator and Panel Assembly

FIGURE 6—*Rear Quarter Window Regulator and Glass Assembly.*



1. Rear Quarter Window Front Weather Seal
2. Rear Quarter Window Front Weather Seal Insert
3. Rear Quarter Window Glass Frame and Bottom Channel Assembly
4. Removable Section of Glass Frame Assembly
5. Screws, Removable Section of Glass Frame Assembly

FIGURE 7—*Individual Parts of Rear Quarter Window Glass and Bottom Channel Assembly.*



1. Rear Quarter Window Bottom Channel Guide Asembly
2. Screws, Rear Quarter Window Bottom Channel Guide Assembly to Regulator Panel
3. Screws, Rear Quarter Window Bottom Channel Guide Assembly to Body Lock Pillar
4. Washer, Rear Quarter Window Bottom Channel Guide Assembly to Body Lock Pillar
5. Rear Quarter Window Regulator Panel
6. Rear Quarter Window Finish Moulding Sealer Rubber
7. Rear Quarter Window Regulator (Left)
8. Screws, Rear Quarter Window Regulator to Regulator Panel
9. Rear Quarter Window Bottom Channel Guide
10. Screws, Rear Quarter Window Bottom Channel Guide
11. Fibre Washer, Regulator to Bottom Channel
12. Spring Washer, Regulator to Bottom Channel

FIGURE 8—*Individual Parts of Rear Quarter Window Regulator and Panel Assembly.*

REAR QUARTER TRIM — HARDWARE — GLASS
("Rambler" Series)

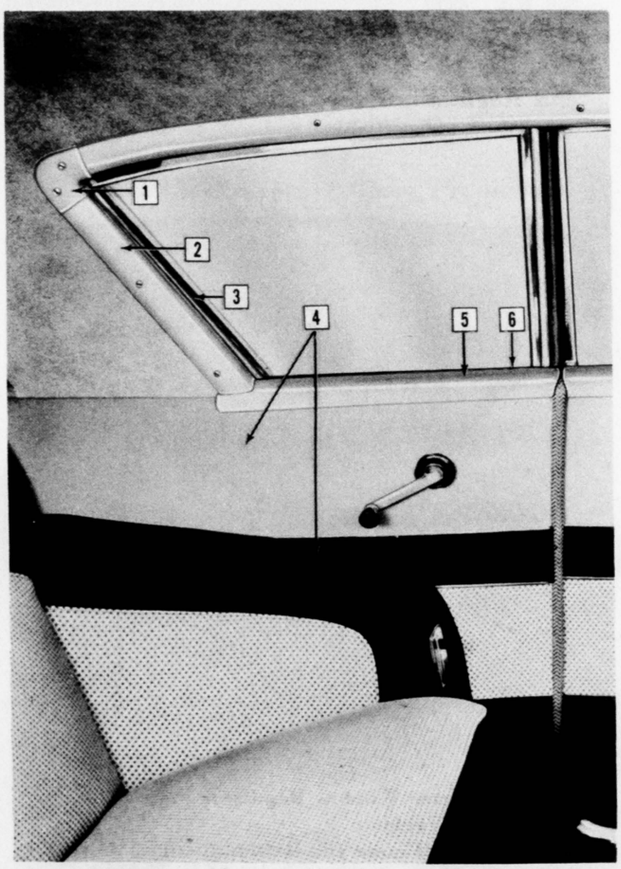
The complete unit is made up of two assemblies:
Rear quarter window glass and bottom channel assembly.
Rear quarter window regulator and panel assembly.

After rear quarter window glass and bottom channel assembly is removed from the rear quarter window regulator and panel assembly, any individual part is then accessible for removal and installation (Figs. 7 and 8).

Removal of Rear Quarter Window Regulator and Glass Assembly

Country Club

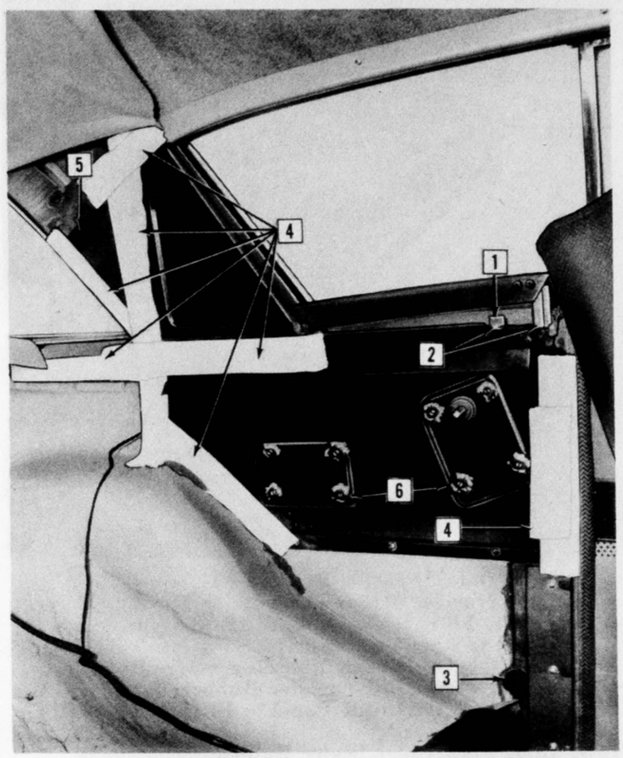
Remove rear seat cushion and back assembly. Remove rear window upper and lower finish moulding, and the rear quarter trim parts (Fig. 9).



1. Side Roof Rail Trim Moulding Rear Cover
2. Rear Quarter Window Trim Moulding
3. Rear Quarter Window Trim Moulding Weatherstrip
4. Rear Quarter Armrest and Trim Panel Assembly
5. Rear Quarter Window Finish Moulding
6. Glass Anti-Rattle Button (On Finish Moulding)

FIGURE 9—*Removal of Rear Quarter Trim Parts Prior to Removal of Rear Quarter Window Regulator and Glass Assembly.*

Particular attention should be given to the removal of sealing tape and putty, so that when resealing is being done, no seams are left unsealed, otherwise water may enter.



1. Finish Moulding Fastening Clip and Screw
2. Glass Bottom Channel Guide to Regulator Panel Screws
3. Glass Bottom Channel Guide to Body Lock Pillar Screw
4. Water Proof Adhesive Tape (2″)
5. Water Dam Paper—Taped Over Opening in Rear Quarter Pillar
6. All Screw Heads Sealed with Putty

FIGURE 10—*Rear Quarter Window Panel Sealing.*

Attention should also be given to location of the various sealer rubbers and putty on these panel joints and screws, so that they may be properly reinstalled (Fig. 11).

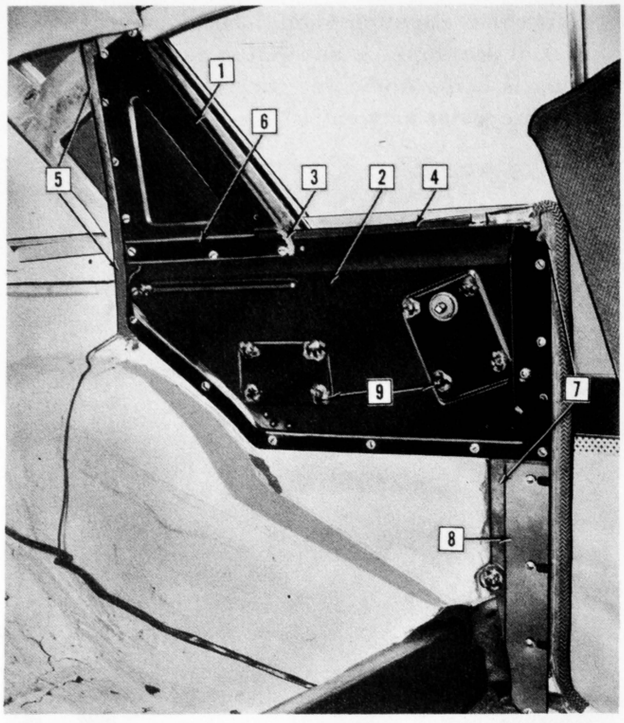
Before removing the rear quarter window regulator and glass assembly, the precautions outlined in Figure 12 should be followed. Then at time of installation, the adjustment can be more readily.

Lift rear end of assembly to release bottom of panel from side quarter water dam panel (Fig. 13).

To remove the rear quarter window glass assembly from the window regulator panel assembly;

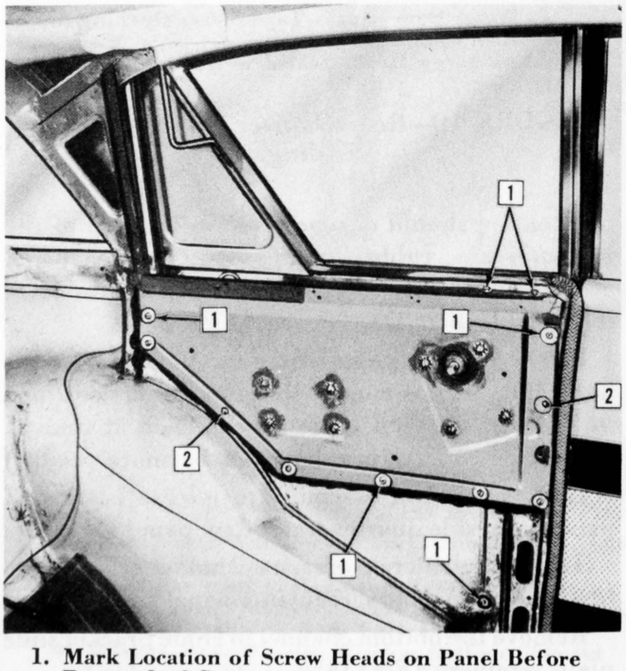
Remove the bottom channel to guide bracket slide plate retainers (Fig. 14).

NOTE: *These retainers are special—not like other retainers. The projection cap on these*



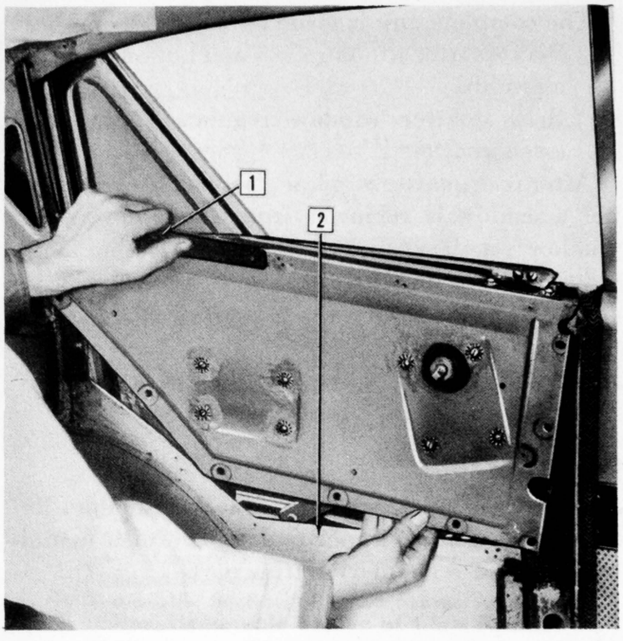
1. Rear Quarter Inside Rear Panel
2. Rear Quarter Window Regulator Panel
3. Corner Filler Sealer Rubber (Rear Quarter Inside Panel to Regulator Panel)
4. Rear Quarter Finish Moulding Sealer Rubber
5. Rear Quarter Pillar Sealer Rubber
6. Rear Quarter Inside Panel to Regualtor Panel Sealer Rubber
7. Body Lock Pillar Sealer Rubber
8. Body Lock Pillar Sealer Rubber Cover Plate
9. All Screw Heads Sealed

FIGURE 11—*Location of Sealer Rubbers and Putty Used on Rear Quarter Inside Panels.*



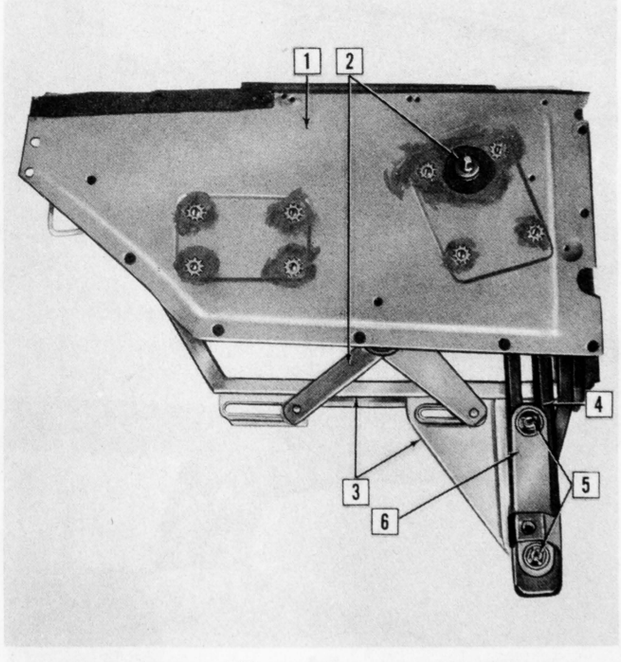
1. Mark Location of Screw Heads on Panel Before Removal of Screws
2. Mark Shows on Panel for Correct Relocation

FIGURE 12—*Window Regulator Panel.*



1. Left Rear End of Assembly
2. Water Dam Panel

FIGURE 13—*Removing Rear Quarter Glass and Regulator Panel Asembly From Body.*



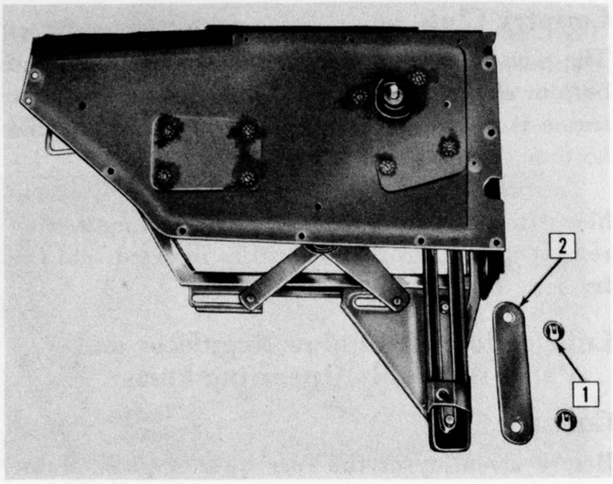
1. Rear Quarter Window Regulator Panel
2. Window Regulator
3. Glass, Glass Frame and Bottom Channel Assembly
4. Bottom Channel Guide Assembly
5. Bottom Channel to Guide Bracket Slide Plate Retainers—Part #4343587—Special Part. Only Used at This Location
6. Slide Plate

FIGURE 14—*Rear Quarter Window Regulator Panel and Glass Assembly as Removed From Body.*

retainers is flat while on the other retainers, the cap is raised.

Only retainers with flat projection caps are used at this location. This is necessary to clear the window regulator panel when the glass is raised.

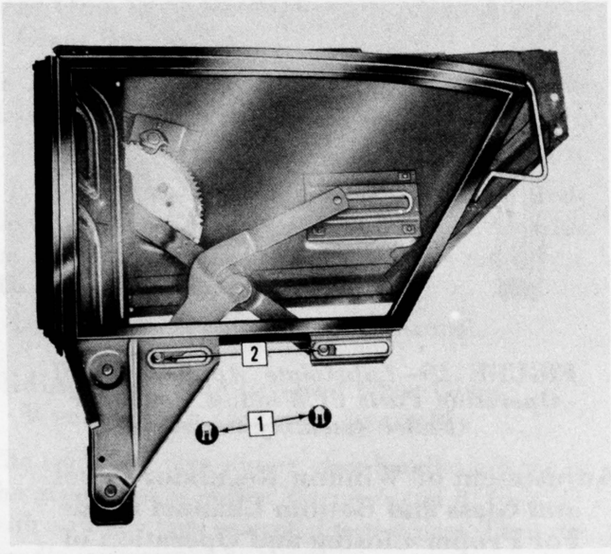
Then remove slide plate (Item 2, Fig. 15).



1. Channel to Rear Quarter Window Guide Bracket Slide Plate Retainers
2. Rear Quarter Window Guide Bracket Slide Plate Steel

FIGURE 15—*Removing Glass, Frame and Bottom Channel Assembly From Window Regulator Panel Assembly.*

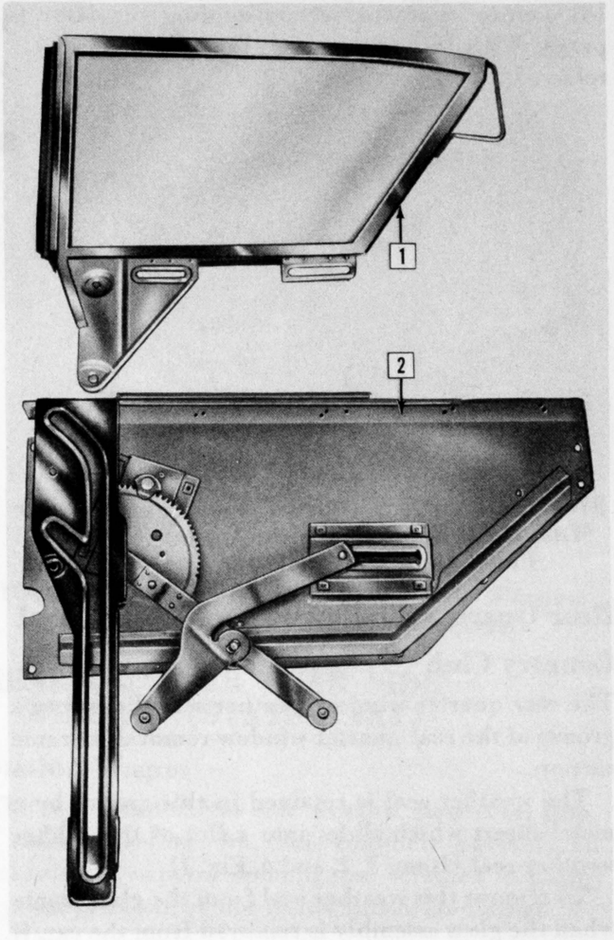
The complete assembly should now be carefully turned over, and the window regulator to bottom channel retainers removed from window regulator arm studs (Fig. 16).



1. Window Regulator to Bottom Channel Retainers
2. Window Regulator Arm Stud

FIGURE 16—*Removing Glass, Frame and Bottom Channel Assembly From Window Regulator Panel Assembly.*

Remove the rear quarter window glass, frame and bottom channel assembly from the window regulator panel assembly.



1. Glass, Frame and Bottom Channel Assembly
2. Window Regulator Panel Assembly

FIGURE 17—*Lifting Rear Quarter Window Glass, Frame and Bottom Channel Assembly From Window Regulator Panel Assembly.*

Rear Quarter Window Bottom Channel Guide Assembly

Country Club

The rear quarter window bottom channel guide assembly (Item 1, Fig. 8) is fastened to the top of the window regulator panel with two screws. It must be removed from the regulator panel before the window regulator can be removed.

Rear Quarter Window Regulator—Removal From Panel

Country Club

CAUTION: *The window regulator arms lowered (Fig. 17) are under spring tension. Do not remove the regulator from the regulator*

panel while it is in this position, as injury may result.

Always raise the regulator arms as shown (Fig. 18) before removing screws holding regulator to panel. With the arms raised, the spring tension is released.

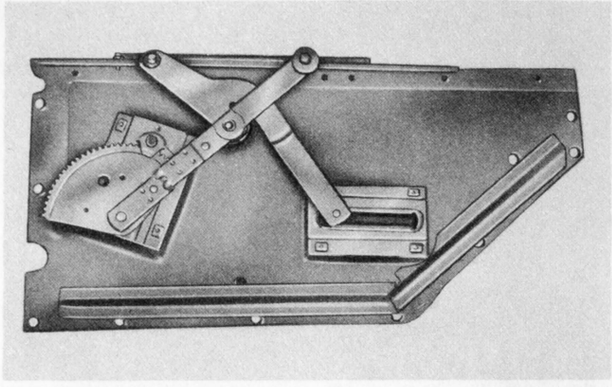


FIGURE 18—*Rear Quarter Window Regulator Must Have Arms Raised to Top of Regulator Panel Before Screws Are Loosened.*

Rear Quarter Window Front Weather Seal

Country Club

The rear quarter window weather seal slides into a groove of the rear quarter window removable frame section.

The weather seal is retained in this groove by a metal insert which slides into a slot of the rubber weather seal (Items 1, 2, and 4, Fig. 7).

To remove this weather seal from the glass frame when the glass assembly is removed from the car, it is only necessary to slide the complete assembly (weather seal with insert installed) out the bottom opening of the glass frame.

When reinstalling, the metal insert may be installed in a new weather seal, and by applying a thin film of Lubriplate in the groove of the glass frame, the complete weather seal assembly may be easily reinserted into the groove of the glass frame from the bottom edge.

In cases where replacement of this weather seal is required, it is not necessary to remove the glass frame assembly from the car:

Raise the glass to full up position.

Remove screw from bottom of weather seal to glass frame.

Pull complete weather seal down from bottom edge of glass frame.

NOTE: *Should "V" opening in body lock pillar obstruct this operation, use a small block of wood and lightly tap "V" opening in sufficiently to enable removal and installation of weather seal from the edge of the glass frame.*

To Reinstall apply a thin film of Lubriplate to groove in glass frame and weather seal section which is inserted into glass frame.

Slide the complete assembly back into the glass frame from the bottom of the opening, and reinstall the bottom of weather seal to glass frame screws.

Rear Quarter Window Glass and Frame

Country Club

The rear quarter window frame top, rear side and bottom channel is one unit. The front side of the frame is removed by removing screws at top and bottom (Items 4 and 5, Fig. 7).

To install glass, the assembly must be disassembled (Item 3, Fig. 7); then the front frame section removed, and the glass carefully inserted into the frame.

Lubrication of Window Regulator and Panel Assembly Operating Parts

Country Club

Before assembly of the rear quarter glass, frame and bottom channel assembly to the window regulator panel assembly, Lubriplate should be applied to all operating parts shown (Figs. 18 and 19).

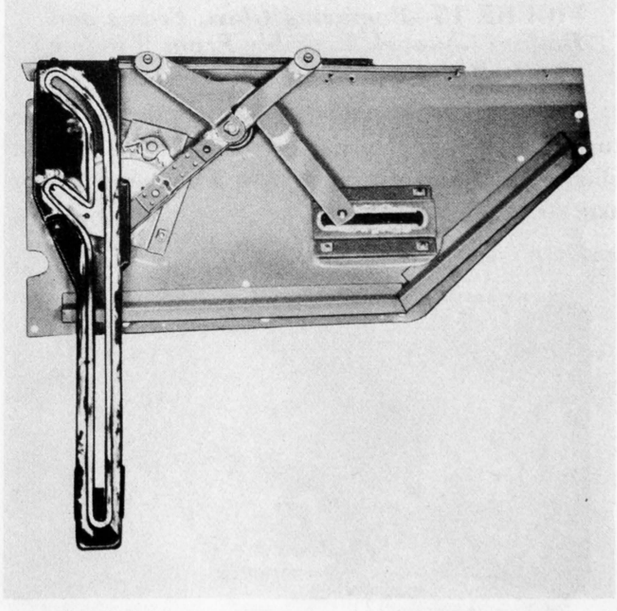


FIGURE 19—*Lubriplate Applied to All Operating Parts of Window Regulator Panel Assembly Parts.*

Adjustment of Window Regulator Panel and Glass and Bottom Channel Guide For Proper Closing and Operation of Rear Quarter Window

Country Club

With glass raised, shift the complete assembly so that the glass frame closes at the header and at the

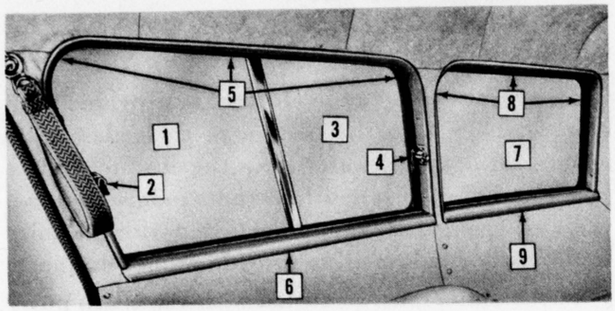
rear edge of the door. Then tighten all regulator panel to body screws (Fig. 12).

Adjusting screws (Items 2 and 3, Fig. 10) are provided for movement of the glass bottom channel guide for further adjustment.

REAR QUARTER SIDE WINDOWS
Station Wagon Models

The "Rambler" Station Wagon Models have two rear quarter side windows. The front side window has a front and rear sliding window glass.

The rear side window glass is stationary.



1. Front Side Window Front Sliding Glass
2. Front Side Window Front Sliding Glass Lock Bracket
3. Front Side Window Rear Sliding Glass
4. Front Side Window Rear Sliding Glass Lock Bracket
5. Front Side Window Finish Moulding, Top and Sides
6. Front Side Window Finish Moulding, Bottom
7. Rear Side Window Glass, Stationary
8. Rear Side Window Finish Moulding, Top and Sides
9. Rear Side Window Finish Moulding, Bottom

FIGURE 20—*Rear Quarter Side Window, Station Wagon Models.*

Rear Quarter Side Window Sliding Glass Removal

To remove either front or rear sliding window glass, both glasses must be removed.

Remove the top finish moulding (Item 5, Fig. 20).

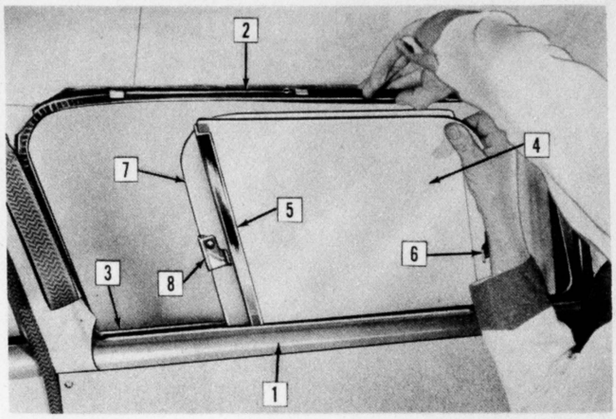
Loosen the top and side glass slide channel from the window opening and pull to inside of car with the glass for clearance to disengage the top of the glass from the slide channel.

Lift both glasses from bottom channel.

Sliding Glass Handles and Rear Glass Weatherstrip Channel Assembly

The front and rear sliding glass handles are set to the glass edge as shown (Items 6 and 8, Fig. 21) with a rubber tape cemented to the glass. Then the handle is cemented to the tape.

The rear glass weatherstrip channel (Item 5, Fig. 21) serves as a seal between the two glasses when they are closed. It is cemented to the front edge of the rear glass.



1. Front Side Window Lower Finish Moulding
2. Front Side Window Glass Slide Channel (Top and Sides)
3. Front Side Window Glass Side Channel, Bottom
4. Front Side Window Rear Glass
5. Front Side Window Rear Glass Weatherstrip Channel Assembly
6. Front Side Window Rear Glass Handle
7. Front Side Window Front Glass
8. Front Side Window Front Glass Handle

FIGURE 21—*Rear Quarter Front Side Window Sliding Glass and Component Parts.*

REAR QUARTER REAR SIDE WINDOW (STATIONARY)

Station Wagon

The rear quarter rear side window glass is set into a rubber weatherstrip. This complete assembly is set into the window opening and retained in place by compression of the inside finish mouldings.

Removal Procedure

Remove finish moulding and rear lower trim panel.

Then push glass and rubber weatherstrip assembly to inside of body.

Installation Procedure

Install glass in rubber weatherstrip.

Install cord in channel of rubber weatherstrip allowing loose ends of cord to extend to outside at top center.

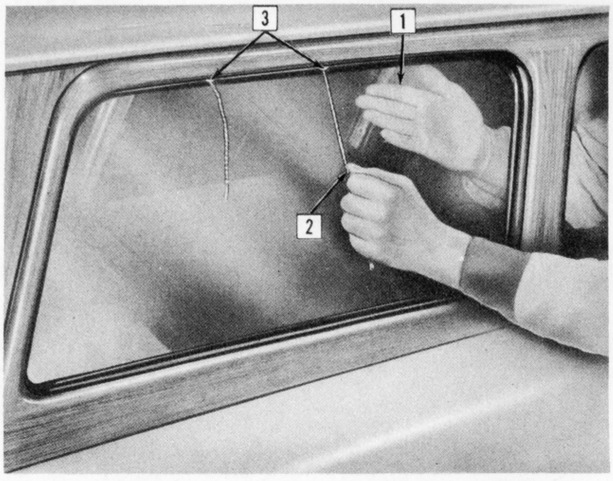
Apply thin layer of Plastikon Putty around window opening to seal vertical edge of glass rubber weatherstrip.

Install glass and rubber weatherstrip assembly in window opening from inside of body.

Press glass assembly tight against window opening frame (Item 1, Fig. 22) to compress rubber weatherstrip against Plastikon Putty sealer.

Pull cord ends to lift lip of rubber weatherstrip over reveal of window opening.

Apply thin layer of Plastikon putty around bottom of sealer rubber at top, sides, and bottom of



1. Pressing Glass Tight Against Window Opening Frame
2. Pulling Cord Previously Installed in Channel of Rubber Weatherstrip
3. Cord Lifting Lip of Rubber Weatherstrip Over Reveal of Window Opening

FIGURE 22—*Installing Rear Quarter Rear Side Window (Stationary Glass)—Station Wagon Models.*

window opening to prevent possible seepage of water from outside.

Install finish mouldings.

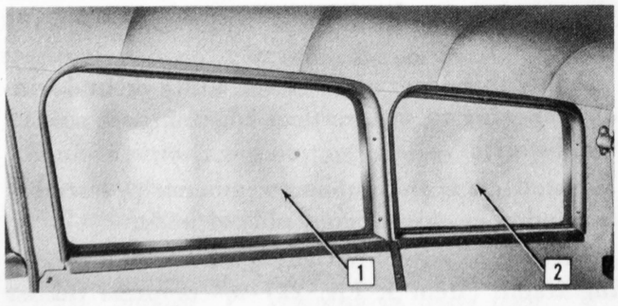
Rear Quarter Side Front and Rear Stationary Windows

Deliveryman Model 2204

The rear quarter side windows in the Deliveryman Model are stationary type as shown in Figure 23.

The rear side window in this model is the same as used in all Station Wagon Models.

The removal and installation procedures as outlined for the rear quarter rear side window of the Station Wagon Models will also apply to both side windows of the Deliveryman.



1. Front Window
2. Rear Window

FIGURE 23—*Rear Quarter Side—Front and Rear Stationary Windows "Rambler" Deliveryman Model 2204.*

REAR QUARTER SIDE FRONT WINDOW GLASS SLIDE CHANNELS

Station Wagon

The glass slide channels used in this window are double grooved felt lined. This provides movement of either glass without interference with the other glass. The channels are divided into two units, the top and sides unit and the bottom unit.

The top and side glass slide channel (Item 2, Fig. 21) have clips clinched to the channel. These clips have projection arms which slide into slots in the window frame of the body.

Both sliding glasses must be removed to remove the channel.

The bottom glass slide channel is provided with elongated holes in the bottom of each glass slide groove for draining water from the channel. When this channel is installed into the window opening, these elongated holes must be aligned with the holes in the body window sill to provide proper drainage.

The channel must be sealed with Plastikon putty along the inside edge before the bottom finish moulding is installed.

This is important to prevent water entering the body under the finish moulding.

The bottom finish moulding and both sliding glasses must be removed to remove the channel.

REAR QUARTER WINDOW FRAME AND GLASS SLIDE CHANNEL

Convertible

The aluminum rear quarter window frame is provided with inner and outer sealer rubbers. They are cemented to the top surface of the frame which provides a double seal between the window frame and body. To replace the sealer rubbers, the frame must be removed.

The frame is fastened to the body window opening with screws which are concealed when the glass slide channel is installed.

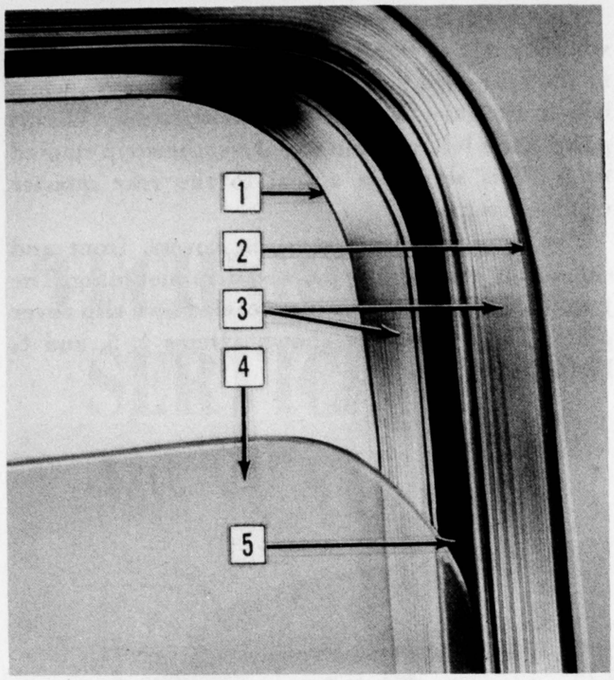
The glass slide channel has retaining clips, clinched to it, which snap into the clip retaining grooves of the window frame (Figs. 25 and 26).

The rear quarter window glass must be removed to remove the glass slide channel.

The glass slide channel must be removed from the window frame for access to the screws holding the window frame to the body.

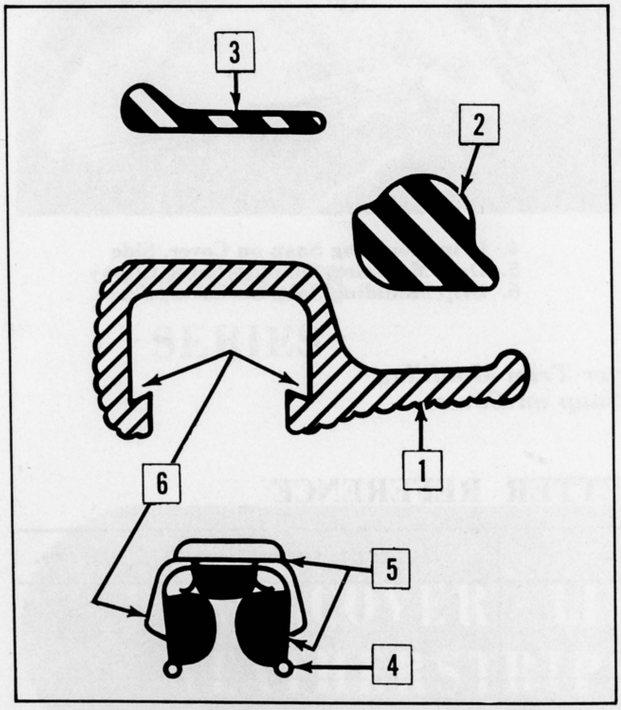
The glass slide channel cannot be removed from the window frame without damage to the retaining clips, therefore, a new glass slide channel MUST be installed.

REAR QUARTER TRIM — HARDWARE — GLASS
("Rambler" Series)



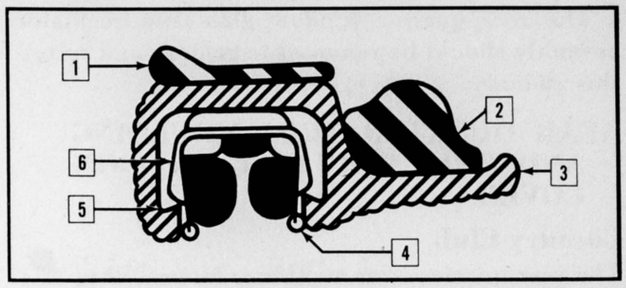
1. Sealer Rubber (Inner) (Not Visible)
2. Sealer Rubber (Outer)
3. Window Frame
4. Glass
5. Glass Slide Channel

FIGURE 24—*Rear Quarter Window Frame.*



1. Rear Quarter Window Frame
2. Inner Sealer Rubber
3. Outer Sealer Rubber
4. Glass Slide Channel
5. Retaining Clip (Clinched to Glass Slide Channel)
6. Glass Channel Clips and Retaining Grooves In Window Frame

FIGURE 25—*Cross Section View of Rear Quarter Window Frame and Attaching Parts "Rambler" Convertible.*



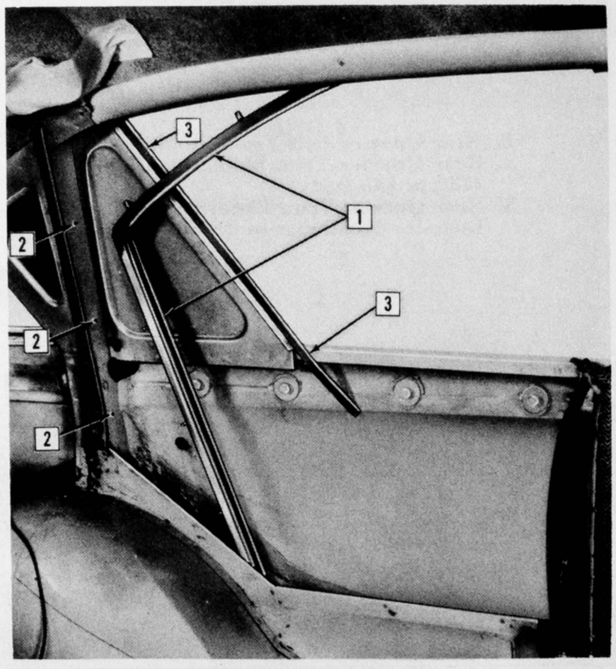
1. Rear Quarter Window Frame
2. Inner Sealer Rubber
3. Outer Sealer Rubber
4. Glass Slide Channel
5. Retaining Clip (Clinched to Glass Slide Channel)
6. Glass Channel Clips and Retaining Grooves in Window Frame

FIGURE 26—*Cross Section View of Rear Quarter Window Frame and Attaching Parts Assembled "Rambler" Convertible.*

REAR QUARTER WINDOW GLASS SLIDE AND HEADER CHANNEL

Country Club

The rear quarter window glass slide and header channel assembly with clips is shown in Figure 27. The clips are inserted into holes in the upper roof rail and the body rear pillar. Putty should be used around the clips during installation to prevent water entering through the clip holes.



1. Channel Assembly
2. Clip Holes in Rear Pillar
3. Rear Quarter Trim Panel Weatherstrip (Stapled to Trim Panel)

FIGURE 27—*Rear Quarter Window Glass Slide and Header Channel Assembly With Clips.*

The rear quarter window glass and regulator assembly should be removed to remove and install this channel.

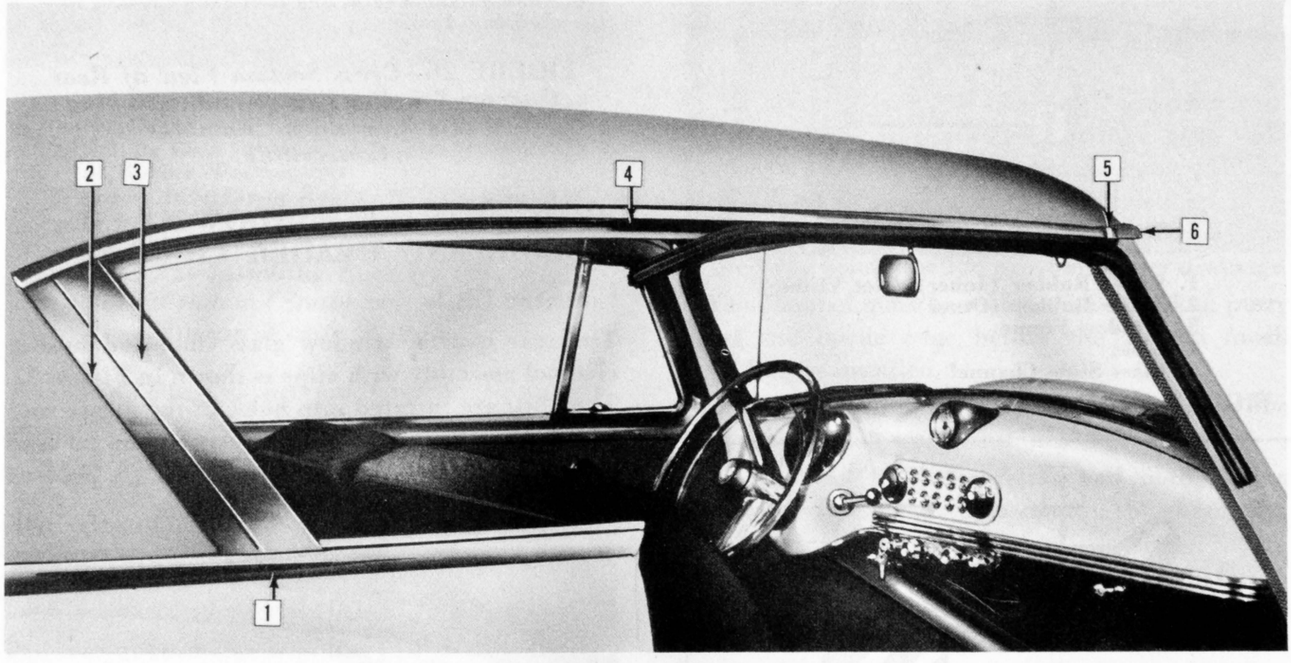
REAR QUARTER TRIM MOULDING AND DRIP MOULDING SNAP-ON COVER

Country Club

The rear quarter trim moulding (Item 2, Fig. 28) is clipped to the body and serves as a cover plate for the edge and screws which hold the rear quarter trim panel to the side quarter (Item 3, Fig. 28).

This finish trim panel has elongated screw holes, whereby it may be moved forward or backward to fit the rear edge of the rear quarter window, when it is in the raised position. The inside edge of this panel has a felt, chrome edged weatherstrip stapled to it. This serves as a seal to the rear quarter window frame.

The drip moulding snap on covers, front and sides, snap on over the painted drip moulding. The joint of these two covers is concealed by a clip cover plate. These parts are shown (Items 4, 5, and 6, Fig. 28).



1. Rear Quarter Belt Front Moulding
2. Rear Quarter Trim Moulding Outer (Clipped to Body)
3. Rear Quarter Trim Panel (Screwed to Body) Includes Weatherstrip (Stapled to Panel)
4. Drip Moulding Snap on Cover, Side
5. Drip Moulding Snap on Cover Clip
6. Drip Moulding Snap on Cover, Front

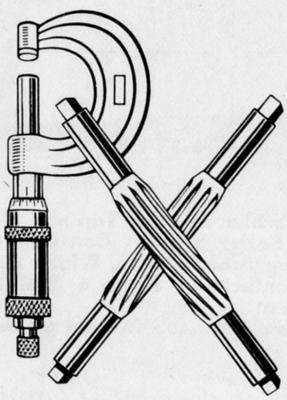
FIGURE 28—*Rear Quarter Trim Moulding and Drip Moulding Snap on Cover.*

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

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WEATHERSTRIPS AND
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DECK COVER LOCK STRIKER..... 10

LIFT GATE HANDLE..... 10

LIFT GATE, LOCK, AND LOCK STRIKER ASSEMBLY..... 11

SERVICE LETTER REFERENCE.... 12

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("RAMBLER" SERIES)

REAR DECK COVER, LIFT GATE AND TAIL GATE "RAMBLER" SERIES

The rear deck cover, lift gate and tail gate consist of an inner and outer panel flanged and welded together at the flange. These complete assemblies without hardware are available for service with a prime coat of paint.

REAR DECK DRAIN TROUGH

Convertible and Country Club

The inner flange of the drain trough should be contacted by the sealer rubber on the cover when the cover is closed.

The flange forms the inner wall of the drain trough stamped in the upper and lower panel of the deck opening and the side quarter panels. The rear fender flanges welded in the drain trough form the outer wall of the drain trough on the side quarter panel at the sides of the deck opening.

RUBBER WEATHERSTRIPS AND SEALS

The rubber weatherstrips and seals are sponge rubber with a rubber skin over the complete exterior. Their purpose is to seal around the deck cover, lift gate and tail gate when they are closed eliminating possible water leaks.

Convertible and Country Club Models

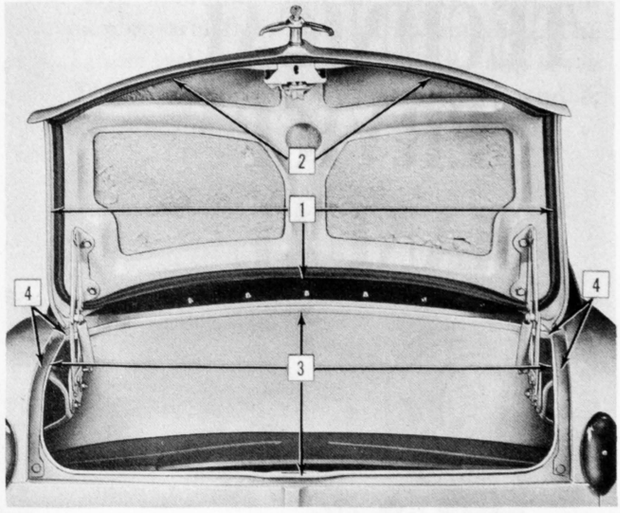
On the Convertible and Country Club Models, the weatherstrip is in two pieces. The top and sides form one piece and the bottom the other (Items 1 and 2, Fig. 1). They are cemented to the deck cover and must contact the inner flange of the deck opening drain trough at all points. This may be determined by marking the top edge of the inner flange of the drain trough with chalk (Item 3, Fig. 1). Then close the cover. A chalk mark will show points of contact and where adjustments are necessary for a perfect seal.

Station Wagon Models

The weather seals on the body opening are in two pieces. The top and sides form one piece and the bottom the other (Items 1 and 2, Fig. 2).

At the top of the opening, a metal retainer is screwed to the opening to retain the weather seal in its proper location and prevent scuffing by the upper edge of the lift gate when it is raised and lowered (Item 3, Fig. 2).

A weather seal is cemented to the bottom flange of the lift gate to seal against the top flange of the tail gate (Item 4, Fig. 2), and a tapered weather seal is cemented to each side flange to seal against the body opening sealer rubber (Item 5, Fig. 2).



1. Rear Deck Cover Sealer Rubber, Top and Sides
2. Rear Deck Cover Sealer Rubber, Bottom
3. Rear Deck Opening Inner Flange, Which the Cover Sealer Rubber Contacts to Form a Seal for the Trunk Compartment
4. Drain Trough, Top, Sides and Bottom of Deck Opening

FIGURE 1—*Rear Deck Cover, Sealer Rubbers, and Drain Trough.*

Replacement of Rubber Weatherstrip and Seals

Replacement sealer rubbers are coated with graphite or powder to prevent sticking while in the parts stock.

Should it be necessary to replace these sealer rubbers, the following precautions should be observed.

Remove all graphite or powder (use a cloth dampened in gasoline). Remove all old rubber from the deck opening channel or cover to which it is installed.

Apply a thin coat of Nash Black rubber cement, to body or cover, at all points the rubber will be attached.

DECK COVER—LIFT AND TAIL GATE—WEATHERSTRIPS—HARDWARE
("Rambler" Series)

1. Top and Sides Weather Seal (Body Opening)
2. Bottom Weather Seal (Body Opening)
3. Weather Seal Retainer (Top of Opening)
4. Weather Seal Lift Gate, Bottom
5. Weather Seal Lift Gate, Sides

FIGURE 2—*Weather Seals, Lift Gate, and Rear Body Opening "Rambler" Station Wagon Models.*

Apply a thin coat of Nash Black rubber cement to the sealer rubber on both sides and bottom which contact the body or cover. Allow cement to dry to a "tacky" condition before installing the rubber to the body or cover.

CAUTION: *Close covers to see that rubber seals are in proper location for a perfect seal before the cement sets.*

Maintenance of Rubber Weatherstrips and Seals

Cold weather has a tendency to cause the sealer rubbers to harden. Warm weather sets up a dryness in the lips of the sponge rubber causing them to crack if they are not properly maintained.

These parts are constantly exposed to dust particles, that may contain salt, calcium chloride, and coal ash. All of which combined with dampness and atmospheric changes set up a chemical reaction into these dust particles that attack the sponge rubber. In some cases, the rubber expels a white chalky substance.

These combined conditions attack the paint on the body as well as the flange of the deck cover to which it contacts.

To prevent unnecessary deterioration of paint and rubbers, brush all foreign materials and dust particles from the rubbers. Then use a cloth dampened in gasoline to clean all corrosion from the rubbers and the flanges on the door which they

contact. The rubbers should be treated with a the rubber is dry, a second application of rubber good rubber softener solution. In some cases when softener may be necessary to obtain the desired results.

CAUTION: *Do not use graphite, brake fluid, or any wax on sealer rubbers.*

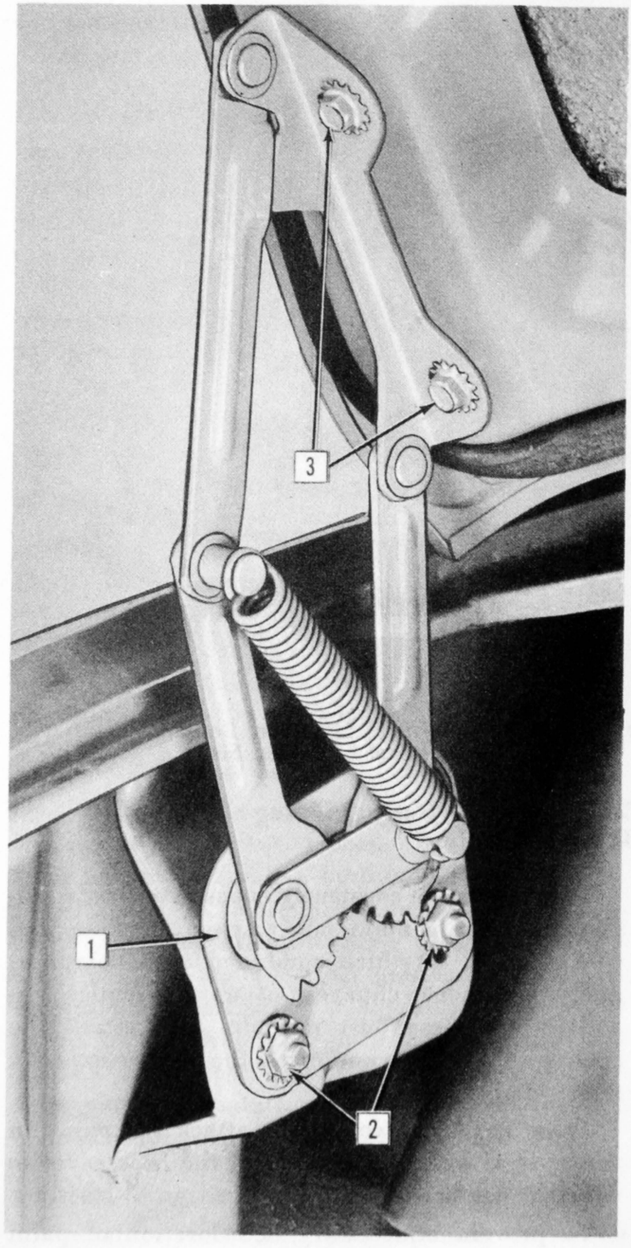
REAR DECK COVER HINGES

Convertible and Country Club

The rear deck cover interior hinges have double arms that are gear synchronized with a counter-balance spring. This provides for easy operation of the deck cover as well as holding the cover in a raised position.

The hinges are provided with elongated holes for adjustment of the cover to the hinges and the hinges to the body (Fig. 3).

To prevent possible damage to body or cover finish, place a pad between the body and top edge of cover prior to hinge or cover removal.



1. Left Hinge Shown
2. Elongated Holes, Hinge Mounting to Body Bracket
3. Elongated Holes, Hinge Mounting to Deck Cover

FIGURE 3—*Deck Cover Hinges.*

Adjustment

Loosen the cover hinge screws and move the cover up, down, or sideways to center it in the opening.

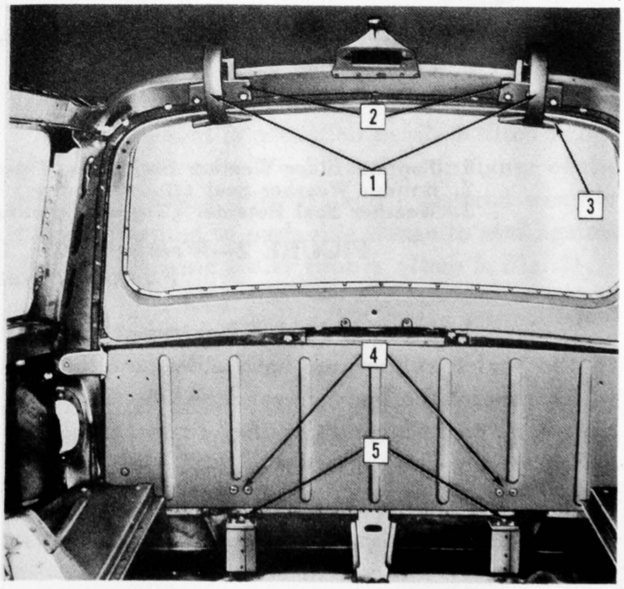
To adjust the cover so it will close more tightly on the sealer rubber along the top edge, loosen body hinge screws and move hinges down on the body. Raise hinges if cover is too tight on the sealer rubber (Item 2, Fig. 3).

NOTE: *It may be necessary to increase the size of the holes in the hinges to make this adjustment.*

LIFT AND TAIL GATE TO BODY HINGES

Station Wagon Models

Tapped movable plates are in the body opening header and in the tail gate hinge supports. This provides movement of the hinges to the body for adjustments of both the lift gate and tail gate in or out from the body, and from one side to the other in the body opening.



1. Lift Gate Hinges
2. Hinge Mounting at Body Header
3. Hinge Mounting at Rear Window Opening
4. Tail Gate Hinge Mounting at Inside and Bottom of Inner Panel
5. Hinge Mounting to Supports Welded to Body

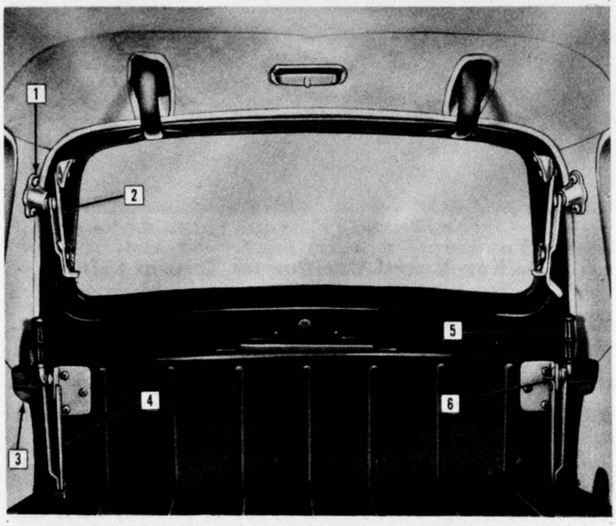
FIGURE 4—*Lift and Tail Gate to Body Hinges "Rambler" Station Wagon.*

DECK COVER—LIFT AND TAIL GATE—WEATHERSTRIPS—HARDWARE
("Rambler" Series)

The hinges are not adjustable on either the lift gate or the tail gate.

LIFT GATE SUPPORT HINGES
Station Wagon Models

The lift gate support hinges (Item 2, Fig. 5) are a coil spring lock type. When the lift gate is raised, the support hinges automatically straighten and are held in this position under spring tension. To lower the lift gate, the left support hinge arm handle must be pulled back to release the locked position of the hinge. The right hinge will automatically follow any movement of the left hinge.



1. Lift Gate Support Bracket Assembly (on Body)
2. Lift Gate Support and Bracket Assembly Right
3. Tail Gate Support Assembly Bracket, Right
4. Tail Gate Support Assembly, Right
5. Tail Gate Latch Assembly Handle Grip
6. Tail Gate Latch Assembly, Left

FIGURE 5—*Lift and Tail Gate Support Hinges "Rambler" Station Wagon Models.*

Slots are provided on the body mounting bracket of the support hinge for adjustment of the hinge to the lift gate. Both hinges must be adjusted to the lift gate so they will both have the same limit of travel and snap into the locked open position when the lift gate is raised.

TAIL GATE SUPPORT HINGES AND LATCH ASSEMBLY
Station Wagon

The tail gate support hinges (Item 4, Fig. 5) serve to support the tail gate in the open position.

The latch assembly with rubber handle grip (Items 5 and 6, Fig. 5) lock the support hinge in the folded or closed position preventing the tail gate from opening until the latch is released.

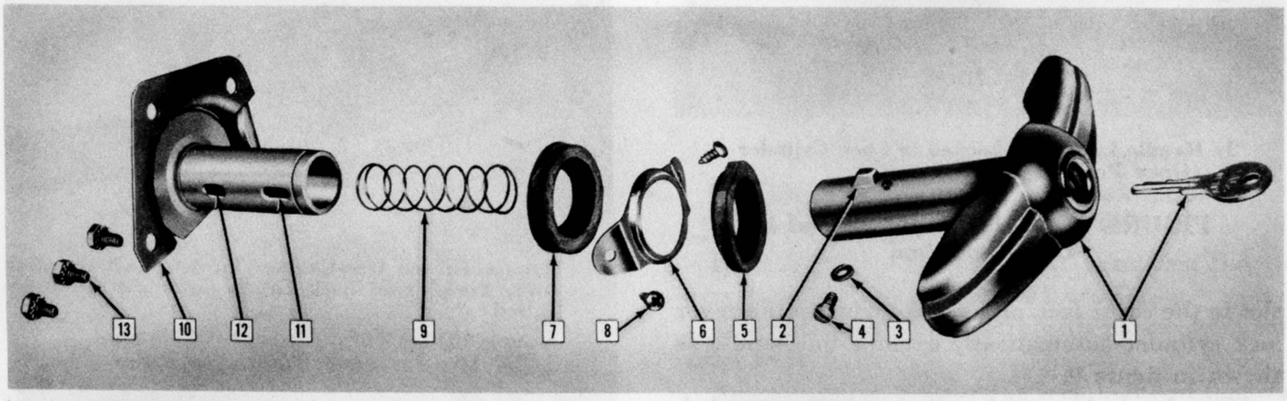
REAR DECK COVER HANDLE
Convertible and Country Club

The deck cover handle is held into the cylinder of the deck cover lock by a set screw. This set screw is concealed when the deck cover is closed (Item 4, Fig. 6).

The lock cylinder has two open slots to engage the handle lock bolt. One slot engages the lock bolt when the handle is pushed in flush to the locked position (Fig. 7).

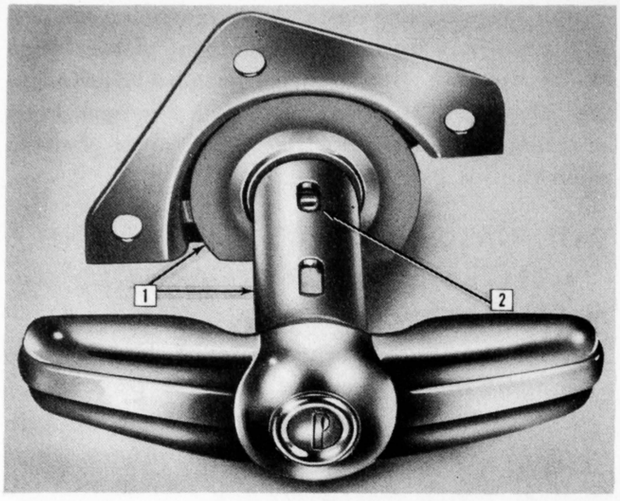
When the handle is extended, the other slot engages the lock bolt for operation of the cover lock to open or close the cover (Fig. 8).

The deck cover handle cannot be extended to operate the cover lock until it is unlocked with the key. To unlock, turn the key one-quarter turn to the left. This releases the key lock bolt from the



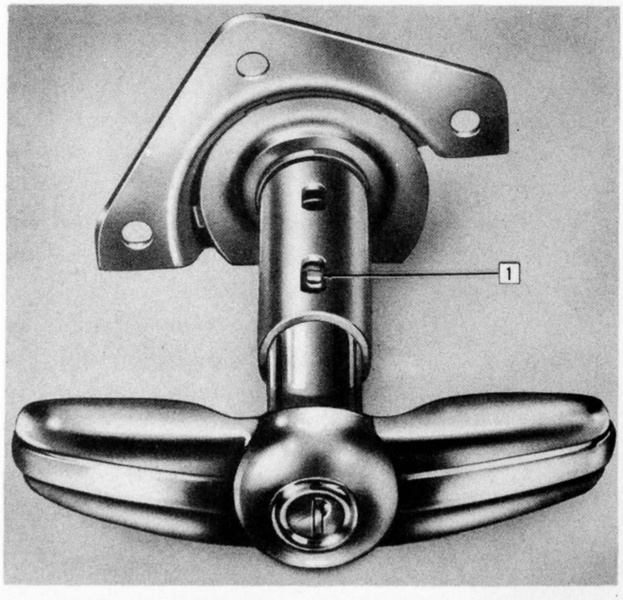
1. Handle
2. Handle Lock Bolt
3. Handle Locking Screw Washer
4. Handle Locking Screw
5. Grommet, Handle to Retainer
6. Grommet Retainer
7. Grommet Between Retainer and Deck Cover
8. Screw, Retainer to Deck Cover
9. Lock Release Spring
10. Lock
11. Lock Bolt Slot, Open Position
12. Lock Bolt Slot, Closed or Lock Position
13. Screws, Lock to Deck Cover

FIGURE 6—*Rear Deck Cover Handle and Lock "Rambler" Convertible and Country Club Models.*



1. Rear Deck Lock and Cylinder
2. Handle Lock Bolt Locked in Lock Cylinder (Closed Position Slot)

FIGURE 7—*Deck Handle Locked in Closed Position.*



1. Handle Lock Bolt Locked in Lock Cylinder (Open Position Slot)

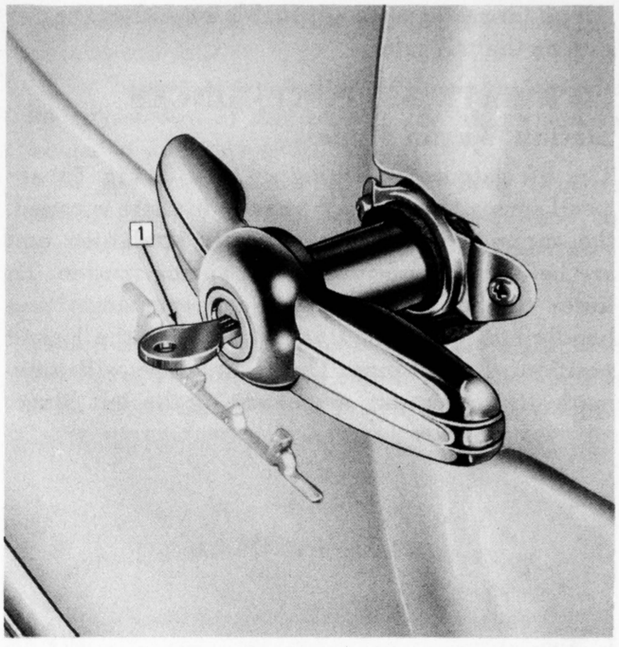
FIGURE 8—*Deck Handle Locked in Open Position.*

slot in the cover lock and a coil spring in the cover lock cylinder automatically extends the handle as shown in figure 9.

After the deck cover handle has been extended, the key should be turned one-quarter turn to the right and removed from the handle.

The key cannot be removed from the handle until it is turned to the same position it was inserted into the handle.

The key may remain in the handle, but it must be turned to the same position it was inserted into

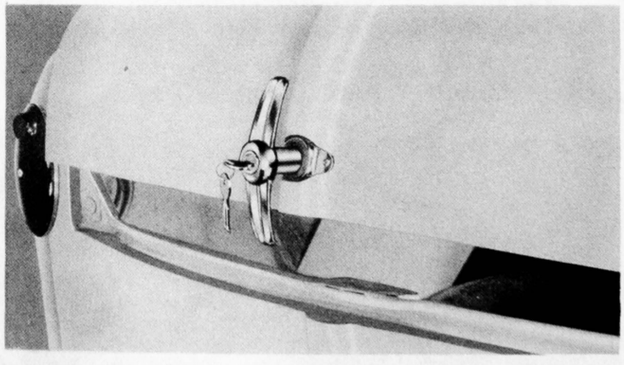


1. Key Turned One-Quarter Turn to Left

FIGURE 9—*Deck Handle in Extended Position.*

the handle, before the handle can be pushed back into the deck cover to its closed or locked position.

Turning the deck cover handle one-quarter turn to left will release the cover lock for opening the cover (Fig. 10). After cover is closed, turn the handle one-quarter turn to right. This will lock the cover to the body.



1. Handle Turned One-Quarter Turn to Left Releases Cover Lock From Lock Catch. Cover can Then be Raised

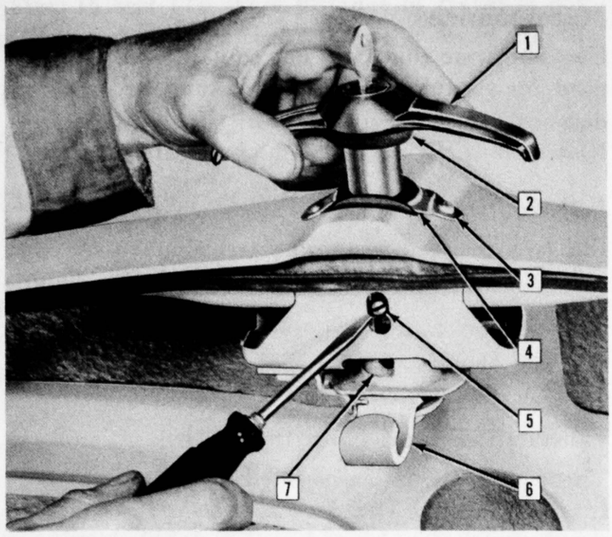
FIGURE 10—*Turning Handle to Raise Cover.*

Removing Deck Cover Handle

With deck cover raised, key in a vertical position, handle extended and in a horizontal position, move the handle down into the lock until the handle locking screw is in line with the hole in the deck cover (Fig. 11).

Then remove the handle locking screw.

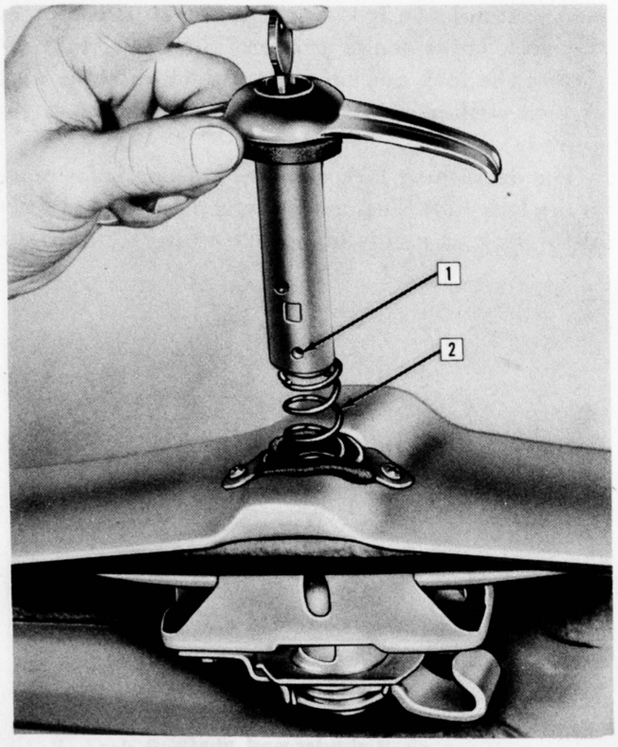
DECK COVER—LIFT AND TAIL GATE—WEATHERSTRIPS—HARDWARE
("Rambler" Series)



1. Handle
2. Grommet, Handle to Retainer
3. Retainer
4. Grommet Between Retainer and Deck Cover
5. Handle Locking Screw (Fillister Head)
6. Rear Deck Cover Lock (Handle Turned to Horizontal Position Exposes Handle Locking Screw for Removal)
7. Slot in Lock Housing

FIGURE 11—*Removing Handle Locking Screw for Handle Removal.*

Turn key to left to release handle lock bolt from deck cover lock cylinder. Lift the handle from deck cover and lock cylinder (Fig. 12).



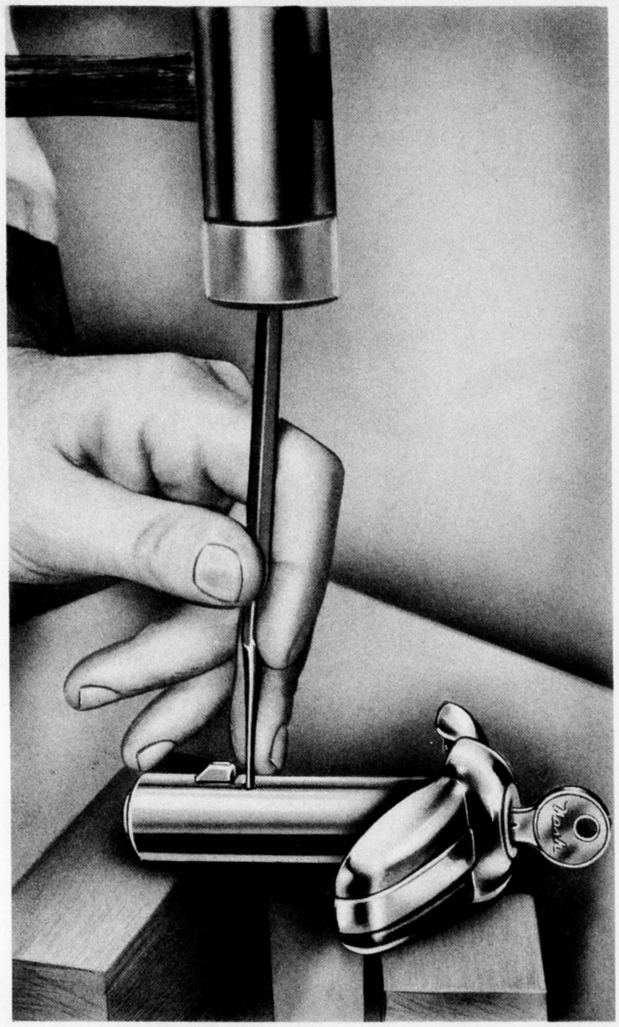
1. Threaded Hole for Retaining Screw
2. Lock Release Spring

FIGURE 12—*Removing Deck Cover Handle From Lock and Cover.*

CAUTION: *Remove lock release spring to avoid misplacing it.*

Handle Disassembly

Place handle on two wood blocks and use a small drift to remove cylinder to shaft retaining pin (Fig. 13).



1. Cylinder and Shaft Retaining Pin

FIGURE 13—*Removing Key Lock Assembly From Deck Cover Handle.*

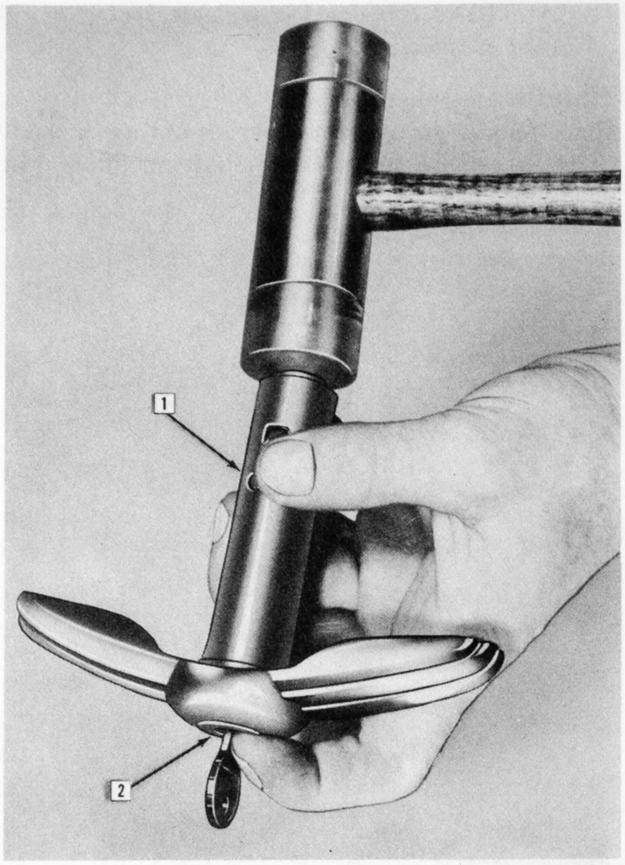
Hold handle with finger over bezel and thumb over lock bolt as shown in Figure 14.

Tap end of handle lightly with plastic hammer until bezel is loose.

Release thumb pressure on lock bolt and remove lock bolt and lock bolt spring.

Release pressure of finger on bezel and remove bezel, key cylinder, housing, and spring from handle.

NOTE: *Upon assembly, the cylinder to shaft retaining pin should be carefully staked in on both sides to prevent movement.*



1. Lock Bolt
2. Bezel

FIGURE 14—*Removing Bezel From Handle (Around Key Lock Cylinder).*

Maintenance

Gasoline (one that does not contain lead) may be used for cleaning, or the lock may be removed, disassembled, and cleaned with alcohol or benzol. Blow out with air hose and lubricate.

Lubrication

Finely powdered graphite is recommended as a lubricant for all working parts of the handle assembly.

REAR DECK COVER LOCK ASSEMBLY

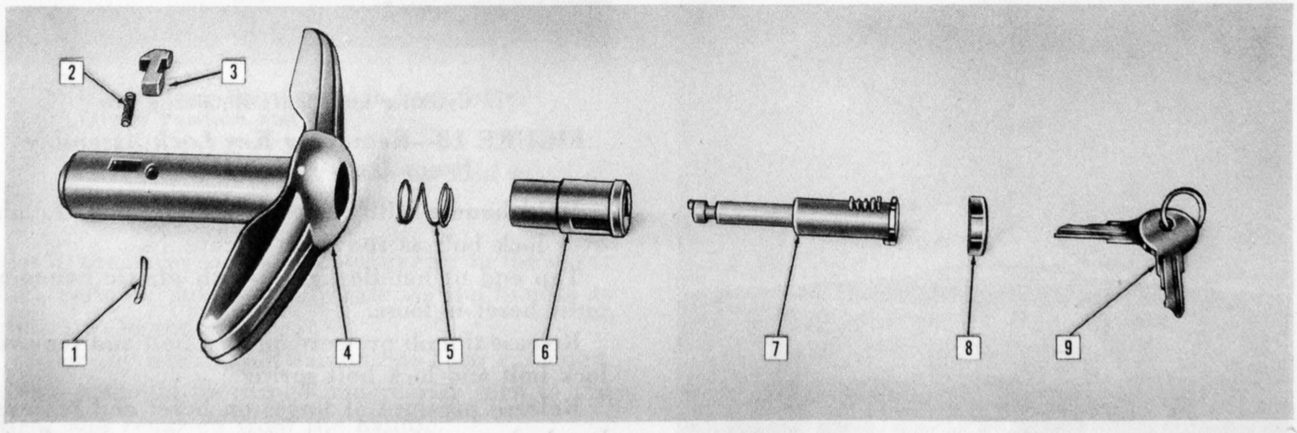
Convertible and Country Club

The rear deck lock is inserted into the deck cover from the inside. The deck handle is inserted into the deck cover and housing of the deck lock from the outside and is connected by the handle lock bolt as shown in (Figs. 7 and 8). This union of the handle and the lock cylinder housing facilitates movement of the deck cover lock bolt by the handle.

The lock bolt end (Fig. 18) is rounded and formed in the shape of a hook. The lock striker (Fig. 16) is flanged to a channel section having a convex center section for a definite position of adjustment to hold the deck cover lock bolt in a locked position (Fig. 17).

The action of the lock bolt engaging the lock striker should be free, yet firm, so as to compress the deck cover sealer rubber. Therefore, lubrication of the lock mechanism and lock catch as well as lock striker adjustment may be applied as required.

The deck cover lock cylinder housing is fastened to the lock bolt. This assembly is permitted to turn in the lock case only one-quarter turn to the right



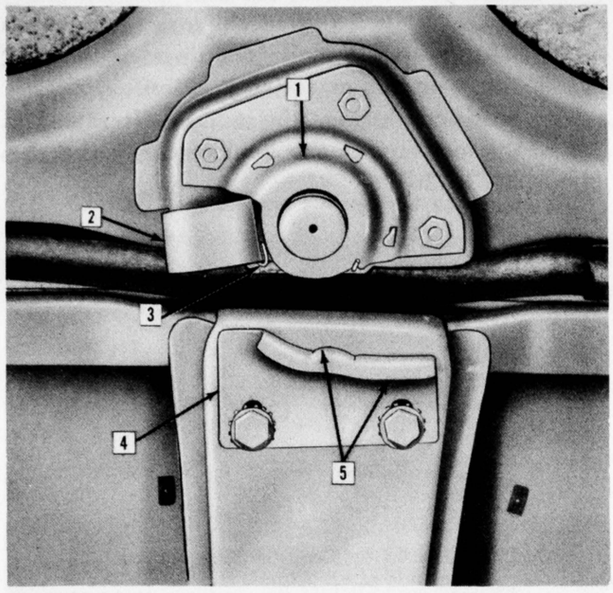
1. Cylinder and Shaft Retaining Pin
2. Lock Bolt Spring
3. Lock Bolt
4. Handle
5. Spring
6. Housing
7. Cylinder and Shaft
8. Bezel
9. Keys

FIGURE 15—*Deck Handle Assembly.*

(Figs. 16 and 17). This distance of travel is controlled by a stop contacting the head of the handle locking screw. This distance of travel is also automatic when the lock bolt is not engaged with the lock catch, as the lock bolt is under spring tension at all times when the lock bolt is not engaged with the catch.

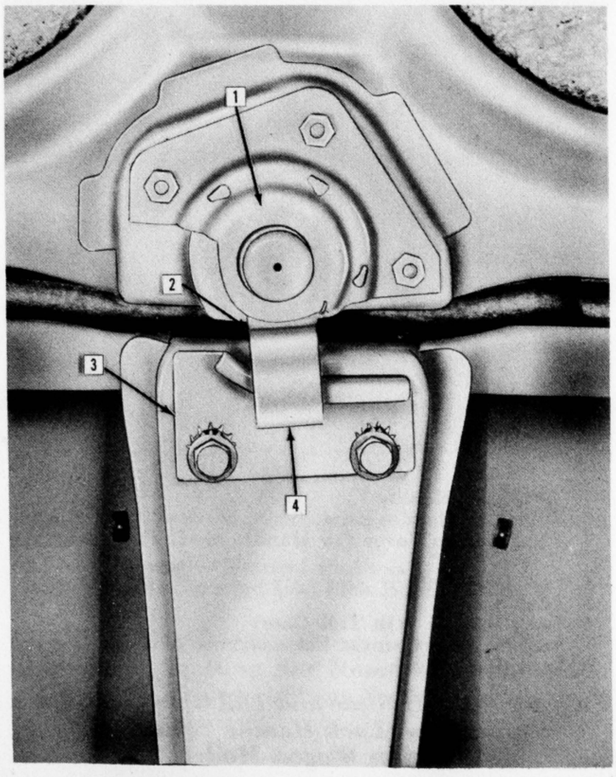
These built in features of spring tension on the lock bolt automatically hold the lock bolt in the open position at all times when the cover is raised. This eliminates the possibility of damaging the lock bolt and body when the deck cover is closed, unless the handle is deliberately turned.

Then the built-in stop prevents the turning of the handle to gain entrance to the rear trunk compartment prior to unlocking with keys to extend the handle.



1. Deck Cover Lock
2. Lock Bolt in Unlocked Position
3. Lock Bolt Spring
4. Lock Striker
5. Lock Striker Flange and Convex Center Section

FIGURE 16—*Rear Deck Cover Unlocked.*



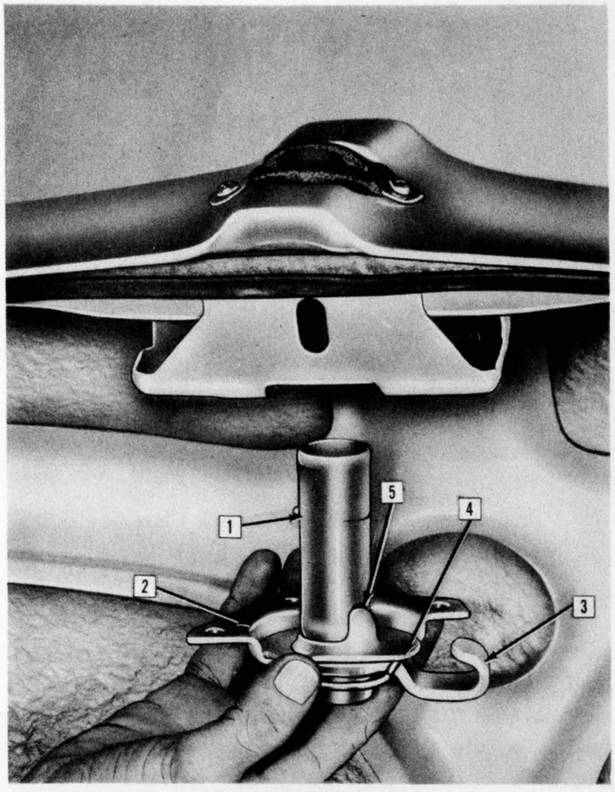
1. Deck Cover Lock
2. Lock Bolt (In Locked Position)
3. Lock Striker
4. Lock Bolt in Convex Section of Lock Striker

FIGURE 17—*Rear Deck Cover Locked.*

Deck Cover Lock Removal

Remove the deck handle.

Remove three screws holding lock to cover and remove lock from cover (Fig. 18).



1. Cylinder Housing of Lock
2. Lock Case
3. Lock Bolt
4. Lock Bolt Spring
5. Lock Bolt Stop

FIGURE 18—*Rear Deck Cover Lock Assembly Installed and Removed From Inside of Deck Cover.*

Lubrication

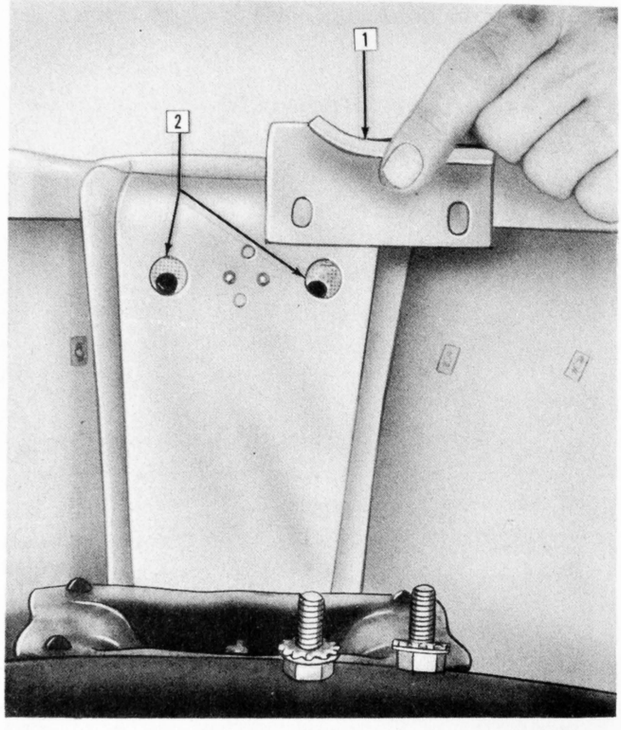
Use engine oil in lock mechanism and around the lock bolt, also between the handle and the handle

cylinder. This can be applied at handle retaining screw hole.

Lubricate both the lock bolt and striker plate with a thin film of lubriplate.

DECK COVER LOCK STRIKER
Convertible and Country Club

The rear deck cover lock striker is fastened to a tapped movable lock plate. This lock plate is encased in the rear deck lower center panel to floor pan brace. Movement of the striker plate is for adjustment of the rear deck cover lock (Fig. 19).



1. Lock Striker
2. Striker Adjustable Lock Plate

FIGURE 19—*Deck Cover Lock Striker.*

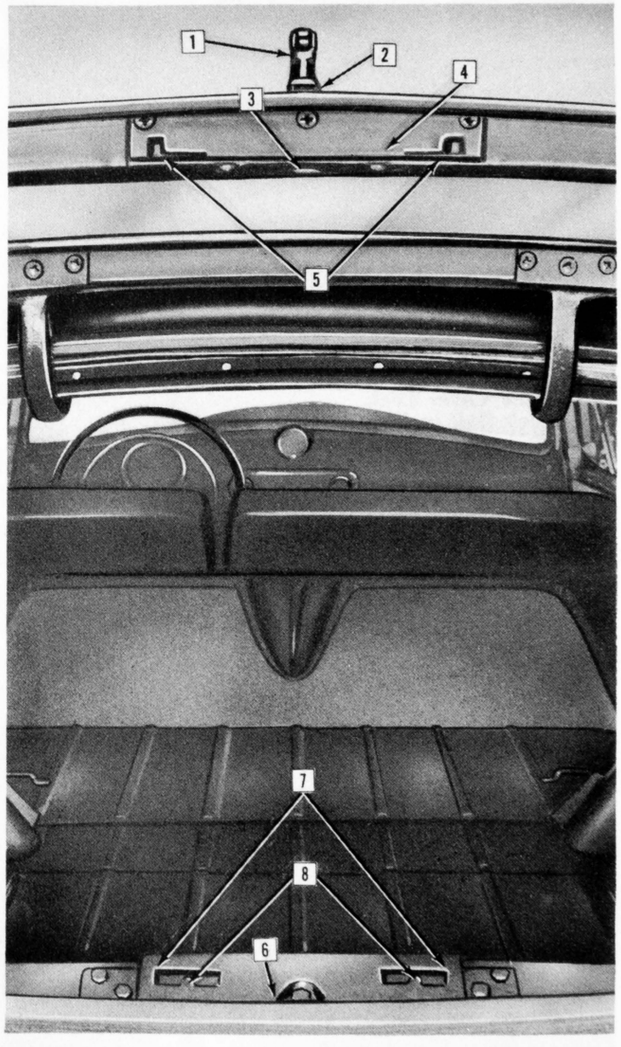
The striker plate can be moved up, down, or sideways as required to contact and hold the lock bolt properly. To adjust the striker plate, move it sideways so that the rounded end of the lock bolt will pass into the center of the convex portion of the lock striker. It should also be moved down enough so that the cover compresses the sealer rubber slightly. This will hold the cover firm but will not cause the handle to turn hard. See Figures 16 and 17.

LIFT GATE HANDLE
Station Wagon Models

The handle and shaft are in direct connection with the lift gate lock at all times. The operation of the handle is controlled by the key cylinder lock. When the keys are turned to the locked position, this moves a sliding pawl into a recess in the handle escutcheon and the handle cannot be turned.

When the handle is turned, the lock cams (Items 5, Fig. 20) swing from the openings in the lock to a 90° turn and an extended position.

The lock cams engage the cutouts (Item 7, Fig. 20) of the lock striker and hook under the catches (Item 8, Fig. 20).



1. Lift Gate Handle
2. Lift Gate Handle Escutcheon, Screwed to Lift Gate
3. Plug Button Cover For Handle Shaft Fastening Screw
4. Lift Gate Lock
5. Lock Cams
6. Lock Striker (On Tail Gate)
7. Lock Striker Cutouts For Entrance of Lock Cams
8. Lock Cam Catch

FIGURE 20—*Lift Gate and Tail Gate Lock, Lock Striker, and Lock Handle "Rambler" Station Wagon Models.*

The lock cams must operate free at all times, and when the handle is turned to the unlocked position, these cams must snap into their concealed positions of the lock.

To maintain this free action, the lock may be removed from the lift gate and cleaned; then lubriplate inserted into the lock to all operating parts and the return spring. If the cams have been distorted and bind in the lock housing, these may be straightened by inserting a screw driver and spreading the housing from the cams at the point of binding.

CAUTION: *Caution should be exercised to see that the lock cams are in the concealed position of the lock as shown (Item 5, Fig. 20) before closing the lift gate; otherwise, damage and distortion will occur to the lock and the lock striker.*

Removing Lift Gate Handle

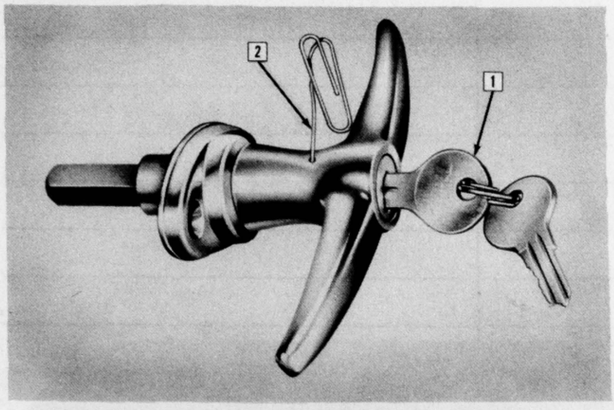
The lift gate handle is fastened to the lift gate by two screws which hold the handle escutcheon to the exterior surface of the outer panel, and one screw from the inside surface of the lift gate lock into the end of the handle shaft. This screw is visible after removing a plug button cover (Item 3, Fig. 20).

Handle Disassembly

Remove handle from lift gate.

Turn key to vertical position (Item 1, Fig. 21).

Insert paper clip in pick hole in handle and depress retainer spring on lock cylinder (Item 5, Fig. 22).

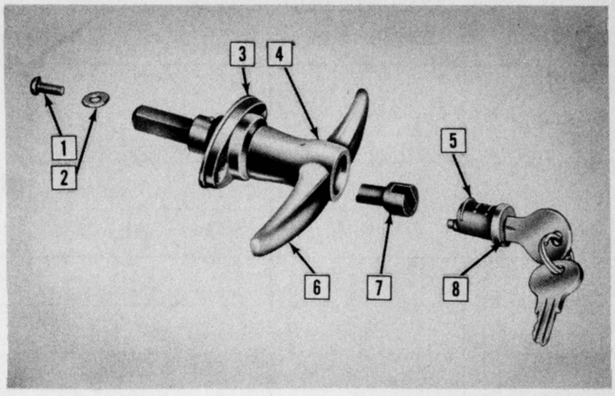


1. Key Turned to Vertical Position
2. Paper Clip Inserted Into Pick Hole of Handle

FIGURE 21—*Depressing Lock Cylinder Retaining Ring For Removal of Lock Cylinder From Handle.*

Remove Cylinder and keys from handle.

Clean and lubricate.



1. Retaining Screw
2. Retaining Screw Washer
3. Handle Escutcheon
4. Pick Hole for Removing Lock Cylinder
5. Retaining Ring to be Depressed for Removing Lock Cylinder
6. Handle
7. Lock Cylinder Extension
8. Lock Cylinder and Keys

FIGURE 22—*Lift Gate Handle Assembly "Rambler" Station Wagon Models.*

Maintenance

Occasional cleaning and lubrication is essential for the proper operation of the handle working parts.

All foreign matter should be removed from the lock cylinder and tumblers, and then lubricated with light machine oil or powdered graphite.

The handle barrel, lock cylinder extension, and the sliding pawl should be cleaned and lightly lubricated with a light machine oil.

Gasoline (that does not contain lead) may be used for cleaning. Blow out with air hose, then lubricate.

LIFT GATE LOCK AND LOCK STRIKER ASSEMBLIES

Station Wagon Models

The lift gate lock is inserted into a cutout in the lower edge of the lift gate. It is fastened with three screws to the lower edge and two screws to the inside lower surface of the inner panel (Item 4, Fig. 20). It is not adjustable.

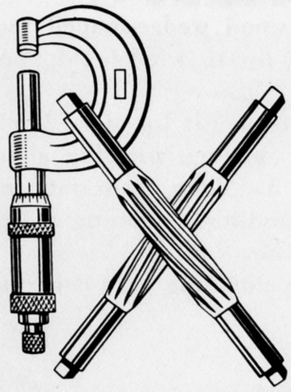
The lift gate lock striker is inserted into the top edge of the tail gate (Item 6, Fig. 20) and is adjustable for alignment to the lock in the lift gate.

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

WINDSHIELD—REAR WINDOW—WINDSHIELD WIPER

WINDSHIELD ASSEMBLY

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WINDSHIELD—REAR WINDOW—WINDSHIELD WIPER

("RAMBLER" SERIES)

WINDSHIELD ASSEMBLY

The curved windshield glass is one piece Bent Duplate Glass. It is set into the body from the outside as an assembly. This assembly consists of glass, channel rubber, right and left stainless steel reveal mouldings and clips.

Reveal Mouldings

All Custom models are equipped with stainless steel reveal mouldings.

The mouldings are two pieces with an expansion joint in the center at the top and bottom. The joints are covered by a clincher type clip that snaps over the ends of the mouldings.

The right and left mouldings are curved to conform to the one-piece curved windshield glass. When they are installed as an assembly with the glass and channel rubber, the inside "L" shaped flange extends into the channel rubber to the inside of the glass. This creates a bind between the outside face plate of the mouldings and the channel rubber and forces the outside lip of the channel rubber tight against the outer surface of the glass.

WHEN ASSEMBLED IN THE CAR, IT IS IMPOSSIBLE TO REMOVE THESE MOULDINGS WITHOUT FIRST REMOVING THE COMPLETE WINDSHIELD ASSEMBLY FROM THE CAR. See Figure 5, for cross section view of this assembly.

Windshield Removal

Place a cloth cover over top of hood and cowl for protection of paint.

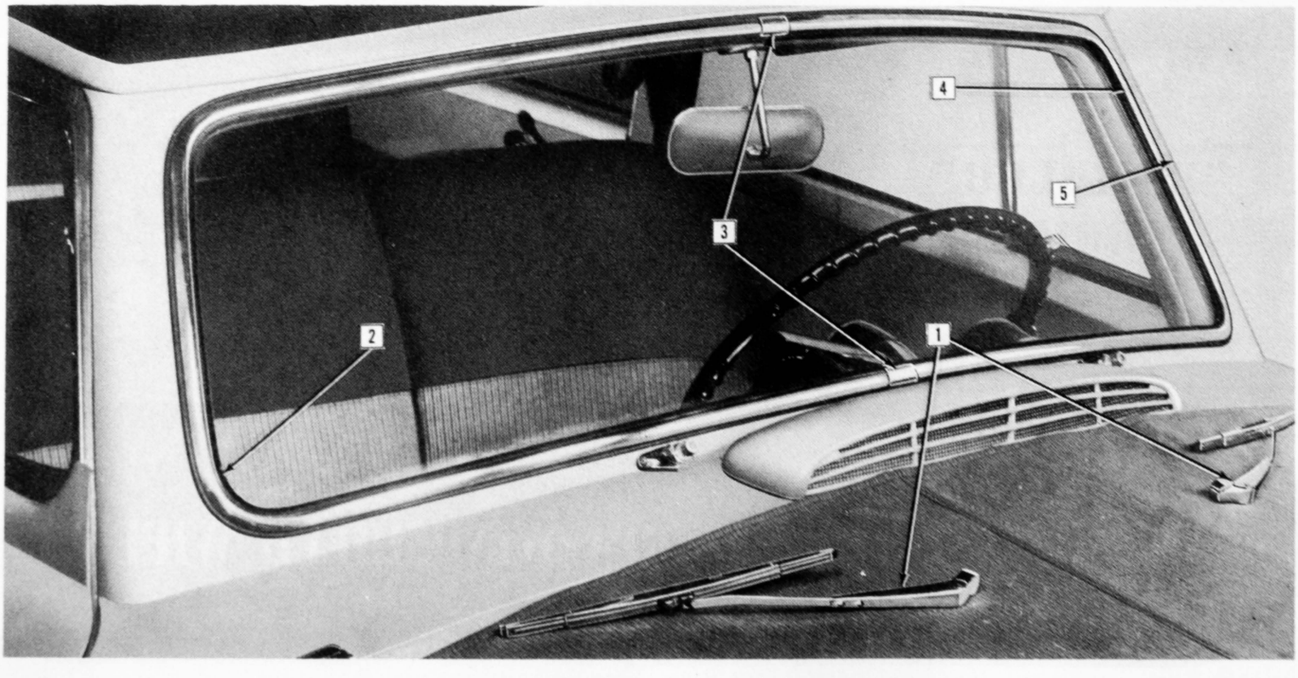
Remove windshield wiper arms and blades (Fig. 1).

Remove rear view mirror, body pillar trim panels and finish mouldings (Fig. 2).

Use fibre or hard wood wedge-shaped tool to break seal of rubber lip to windshield opening flange.

Use two putty knives to lift lip of rubber over flange of windshield opening, pressing glass assembly outward (Fig. 3). Then, from outside, lift glass assembly from windshield opening and place on padded bench or table.

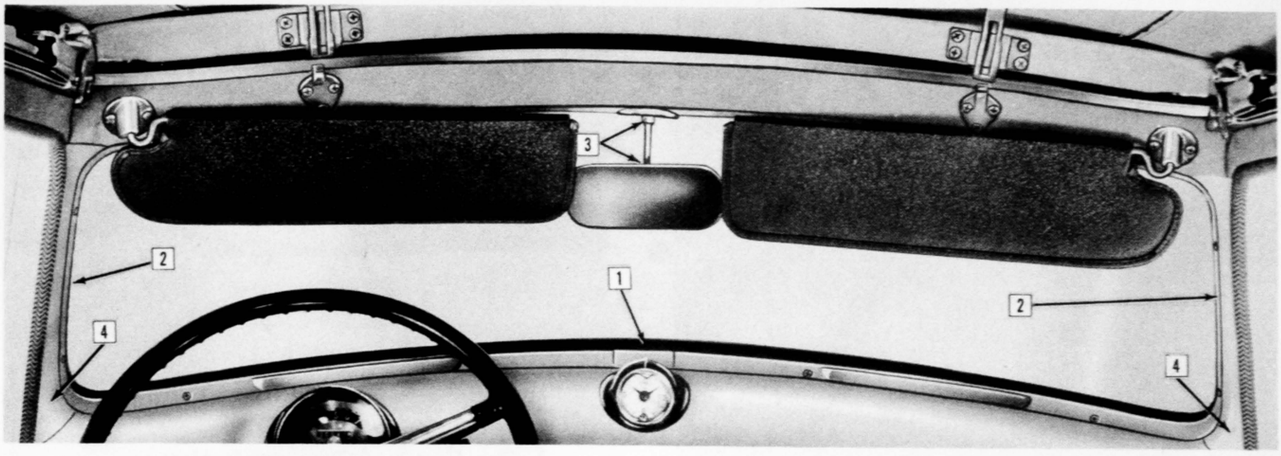
Remove or slide the moulding joint cover plates to expose the joints.



1. Wiper Arms and Blades
2. Stainless Steel Moulding (Right Half)
3. Stainless Steel Moulding Joint Cover Plates (Top and Bottom)
4. Channel Rubber
5. Stainless Steel Moulding (Left Half)

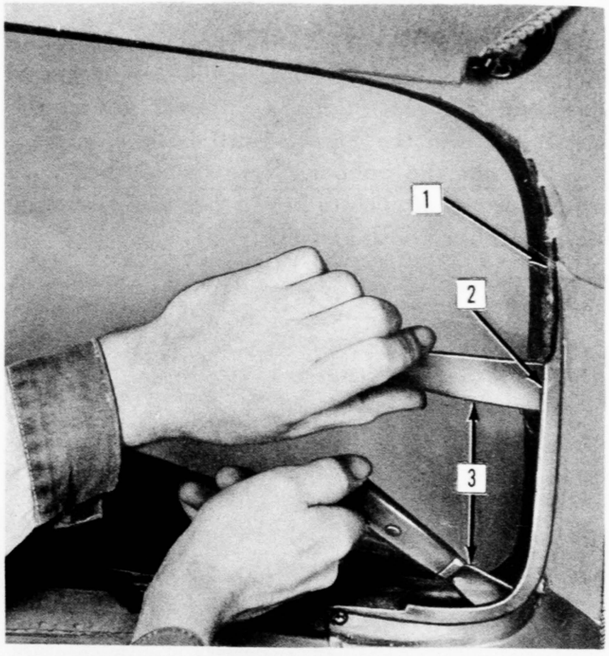
FIGURE 1—*Windshield Assembly—Wiper Arms and Blades Removed.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Rambler" Series)



1. Finish Moulding Center Cover
2. Windshield Finish Moulding, Right and Left
3. Rear View Mirror
4. Front Body Pillar Trim Panel

FIGURE 2—*Parts to Be Removed for Removal of Windshield Glass.*



1. Lip of Windshield Rubber
2. Windshield Opening Flange
3. Putty Knives

FIGURE 3—*Lifting Lip of Channel Rubber Over Flange of Windshield Opening.*

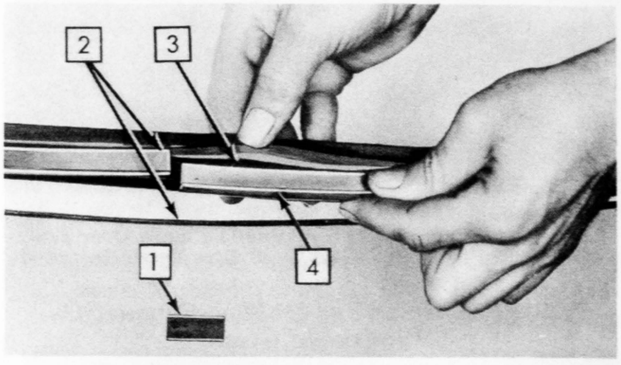
Pull channel rubber away from glass, spread lip of rubber and carefully lift reveal moulding from groove in rubber (Fig. 4).

Remove channel rubber from glass.

With cloth dampened in gasoline, naphtha or cleaning fluid, remove all dried rubber cement from channel rubber and flange of windshield opening in body.

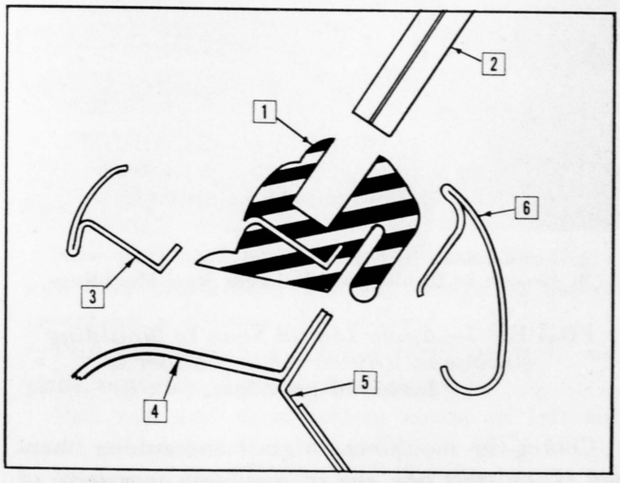
Windshield Glass Installation

Install channel rubber over one end of glass.



1. Moulding Cover Plates Removed
2. Rubber and Moulding Pulled Off Glass
3. Spreading Lip of Rubber
4. Lifting Moulding From Rubber

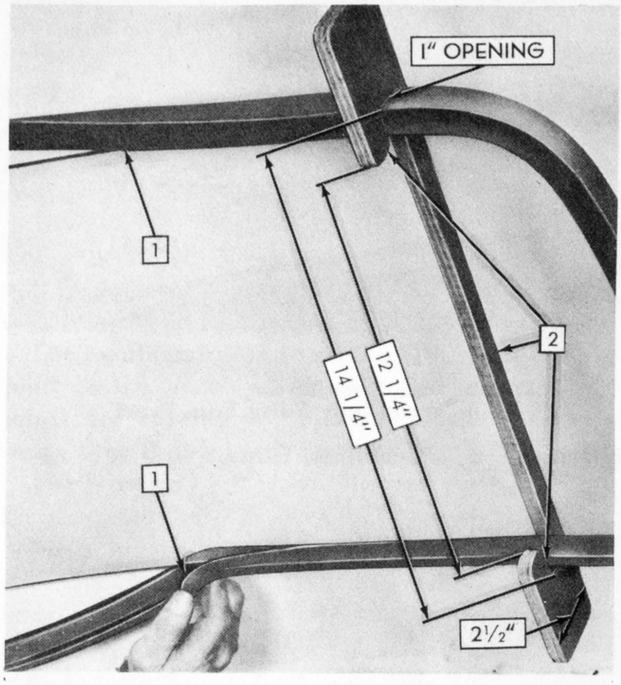
FIGURE 4—*Removing Reveal Mouldings from Channel Rubber.*



1. Channel Rubber
2. Glass
3. Reveal Moulding
4. Cowl Top
5. Dash Panel
6. Finish Moulding

FIGURE 5—*Cross Section View of Windshield Glass Assembly.*

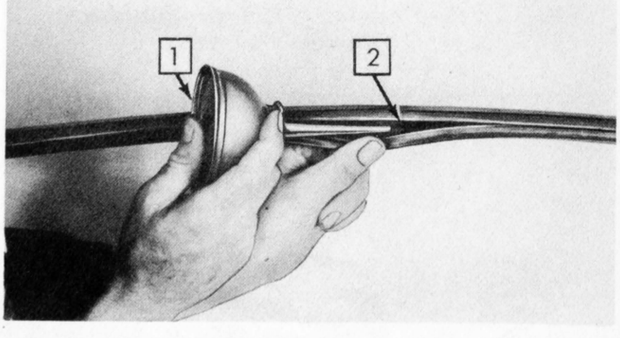
Install wood "C" clamp over end of glass and rubber to hold rubber on glass until it is completely installed (Fig. 6).



1. Installing Rubber on Glass
2. Wood "C" clamp (½" plywood) Placed Over End to Hold Rubber on Glass Until Completely Installed

FIGURE 6—*Installing Rubber Channel On Windshield Glass.*

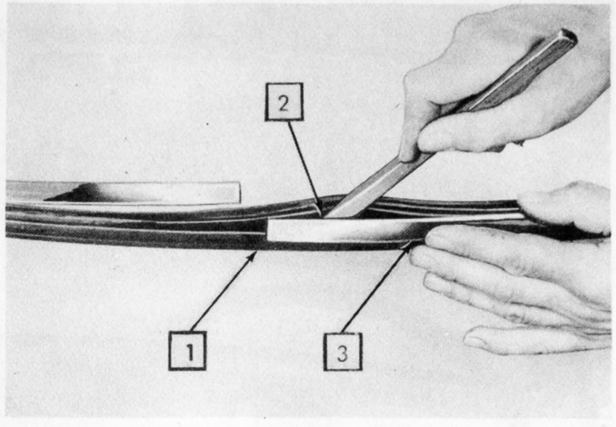
Apply liquid soap to reveal moulding groove in channel rubber, for ease of installing moulding into channel rubber (Fig. 7).



1. Liquid Soap in Oil Can
2. Groove in Rubber for Stainless Steel Mouldings

FIGURE 7—*Apply Liquid Soap to Moulding Groove in Rubber After Rubber is Installed on Glass.*

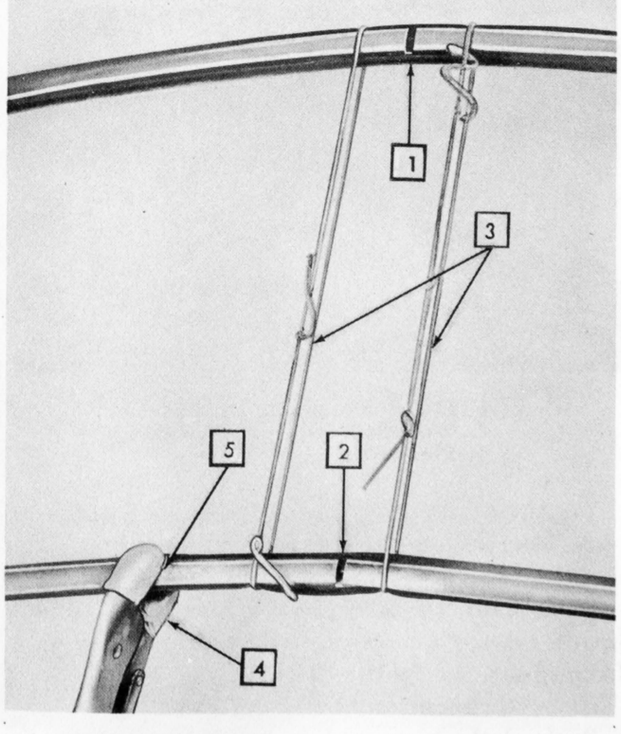
Center the moulding on glass and rubber channel. Then start one end of moulding in groove of rubber at top center of glass. Use a fibre or hard wood wedge-shaped tool to spread the lip (Fig. 8). Open groove and push moulding flange into groove. Press moulding down into rubber channel.



1. Top Center of Glass and Rubber
2. Spreading Lip to Open Groove In Rubber
3. Pressing Moulding Down into Rubber

FIGURE 8—*Installing Moulding Into Groove of Rubber.*

Tie a cord, approximately four feet long, around the center of glass to hold rubber and reveal moulding onto glass. Continue to push the moulding flange into the groove until both mouldings are set into the rubber. Now tie another cord around center of glass to hold other end of moulding and rubber onto glass (Fig. 9).

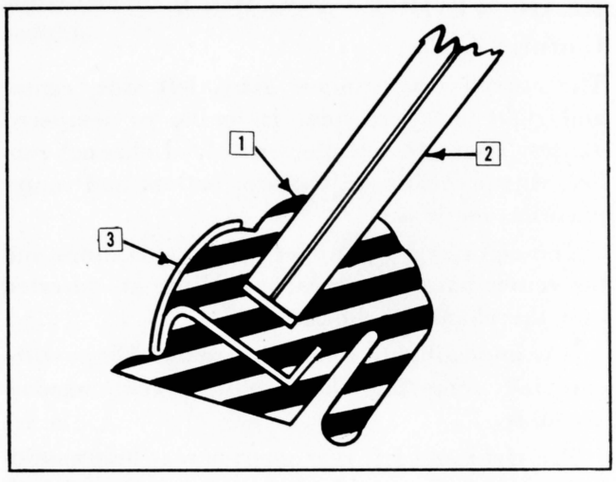


1. Moulding Joint—Top Center of Glass
2. Moulding Joint—Bottom Center of Glass
3. Cord Holding Rubber and Mouldings to Glass (4 ft. Long)
4. Taped Pliers
5. Compressing Moulding in Rubber

FIGURE 9—*Compressing Moulding Into Rubber.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Rambler" Series)

With wide nosepliers, TAPED TO PREVENT SCRATCHING THE MOULDINGS, lightly compress moulding into rubber. Start at end of moulding, at center of glass, and work around to the other end. Continue the operation on the opposite moulding. This procedure moves the moulding in the rubber to the expansion joints, allowing the moulding to seat properly in the rubber, as indicated in figure 10.



1. Channel Rubber Tight Against Glass
2. Glass
3. Reveal Moulding Set Into Rubber With Outside Edges Tight Against Rubber.

FIGURE 10—*Glass Assembly Properly Assembled.*

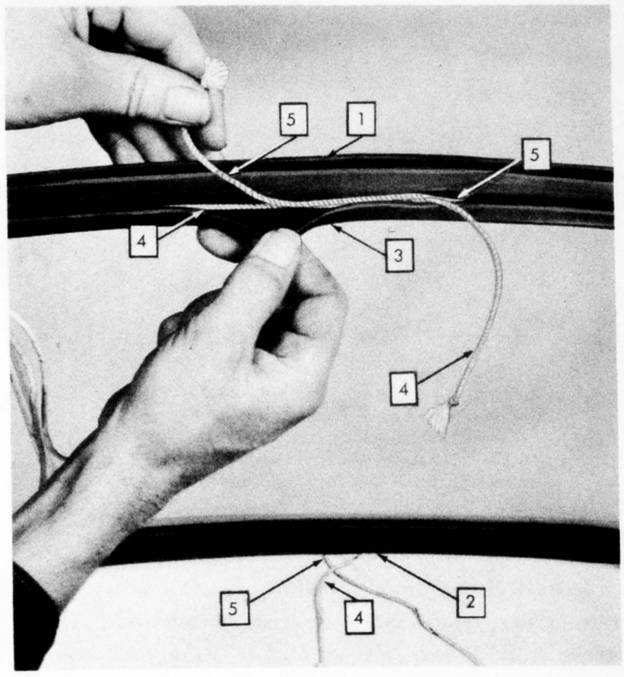
Use two cords 9 feet long. Insert a cord in groove of rubber starting at top center of the glass and continuing around to the other end at the bottom center. Then insert the other cord in groove of rubber around the other end of glass, overlapping the ends of cords at both top and bottom center, as shown in figure 11.

Apply Nash rubber cement to bottom of flange (not on edge) on outside of windshield opening (Fig. 12).

CAUTION: *Do not apply cement to top or edge of body flange, as it will come off when lip of rubber is lifted over windshield flange and will require considerable cleaning.*

Place the glass assembly, with rubber and moulding installed, into windshield opening, from outside of body. Center the assembly in windshield opening. Now remove the cords that were installed to hold the rubber and moulding onto glass.

From the inside of car, pull both top cords to lift the lip of rubber over the windshield opening flange. Start at top center and lift rubber lip for a distance of 6 inches.



1. Top Center of Glass
2. Bottom Center of Glass
3. Groove in Rubber With Cords Overlapping at Center
4. Ends of Cord Around Left End of Windshield
5. Ends of Cord Around Right End of Windshield

FIGURE 11—*Inserting Two Cords in Groove of Channel Rubber (Used to Lift Lip of Rubber Over Flange of Windshield Opening).*

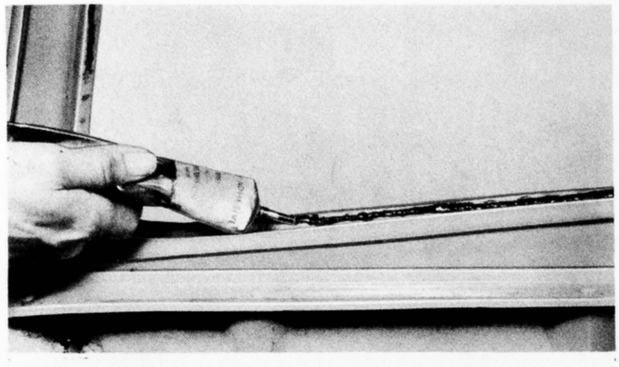


FIGURE 12—*Applying Rubber Cement to Bottom of Flange (Not on Edge) On Outside of Windshield Opening.*

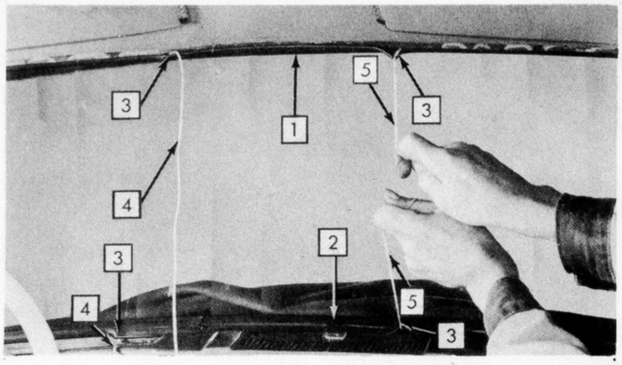
Now pull both bottom cords, lifting lip of rubber over windshield opening flange at bottom center for a distance of 6 inches.

Pull top and then bottom cords on right side until complete right side is in place.

Pull top and then bottom cords on left side until complete left side is in place (Fig. 13).

With a rubber mallet, tap the windshield and reveal moulding assembly lightly into its proper seating.

Apply rubber cement between the windshield glass and rubber, then clean the glass.



1. Top Center
2. Bottom Center
3. Lifting Lip of Rubber Over Flange of Windshield Opening
4. Left End Cord—Top and Bottom End
5. Right End Cord—Top and Bottom End

FIGURE 13—*Lifting Lip of Channel Rubber Over Flange of Windshield Opening.*

Install front body pillar trim panels, finish mouldings, rear view mirror, windshield wiper arms and blades.

Correction of Water Leakage at Windshield

Many times it is assumed windshields leak when in reality the leakage is from another source. Possible sources are loose screws on outside of dash or insulation pad clips.

Leakage between sealer rubber and glass can be observed without removing any parts.

To locate leakage between sealer rubber and body, it is necessary to remove the finish moulding.

To correct leakage at either source, it is necessary to remove the finish moulding and reseal. With a pressure gun, seal between the rubber and the glass and between the rubber and metal.

REAR WINDOW ASSEMBLY

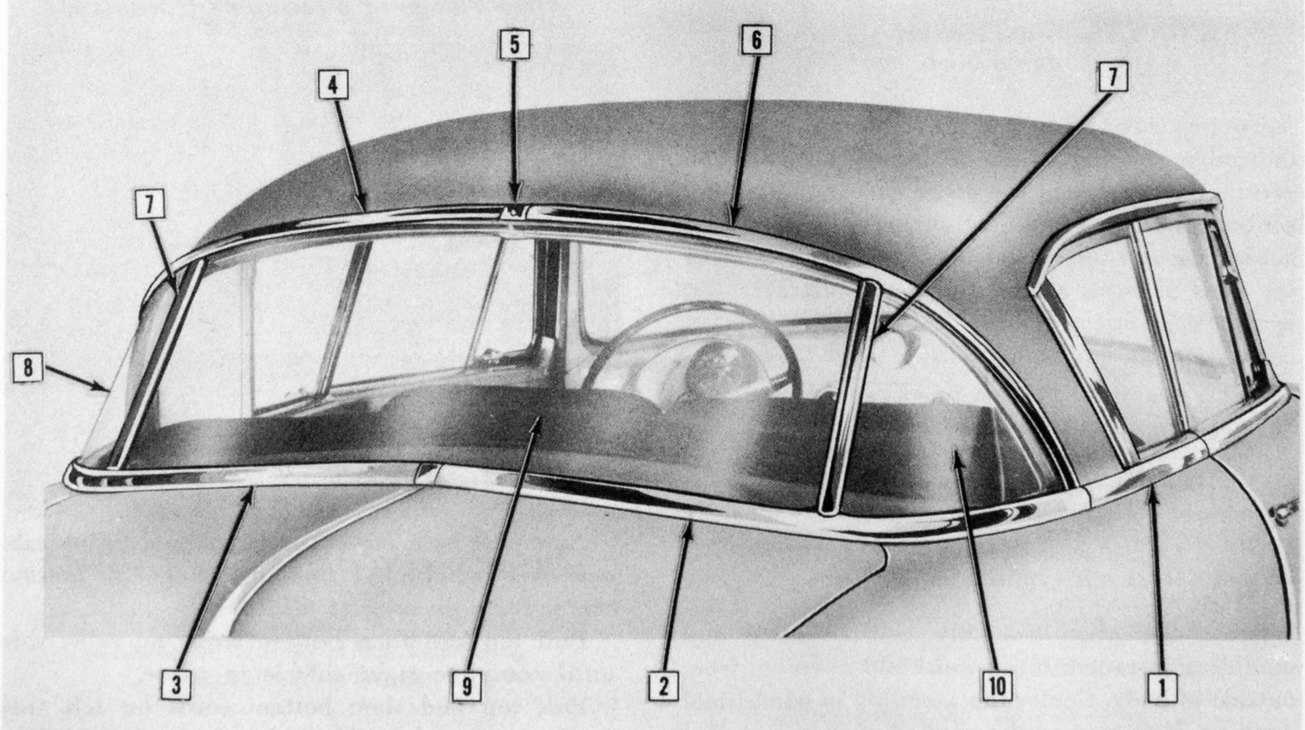
Country Club

The curved rear window glass, left side, center and right side, are bent Herculite or tempered glasses. They are set into a moulded channel rubber, which consists of the top, bottom and center partition sections.

The right and left upper reveal mouldings and the center partition reveal mouldings are inserted into the channel rubber.

It is impossible to remove these mouldings without first removing the complete rear window assembly.

The right and left rear quarter rear belt mouldings are bolted to the body and fastened with lock washers and nuts on the inside under the rear window shelf panel.



1. Rear Quarter Body Belt Moulding, Front Right
2. Rear Quarter Body Belt Moulding, Rear Right
3. Rear Quarter Body Belt Moulding, Rear Left
4. Rear Window Reveal Moulding, Left
5. Rear Window Reveal Moulding Fastening Plate
6. Rear Window Reveal Moulding, Right
7. Rear Window Partition Reveal Moulding
8. Rear Window Glass, Left
9. Rear Window Glass, Center
10. Rear Window Glass, Right

FIGURE 14—*Rear Window Glasses and Attaching Parts.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Rambler" Series)

Rear Quarter Body Belt Mouldings

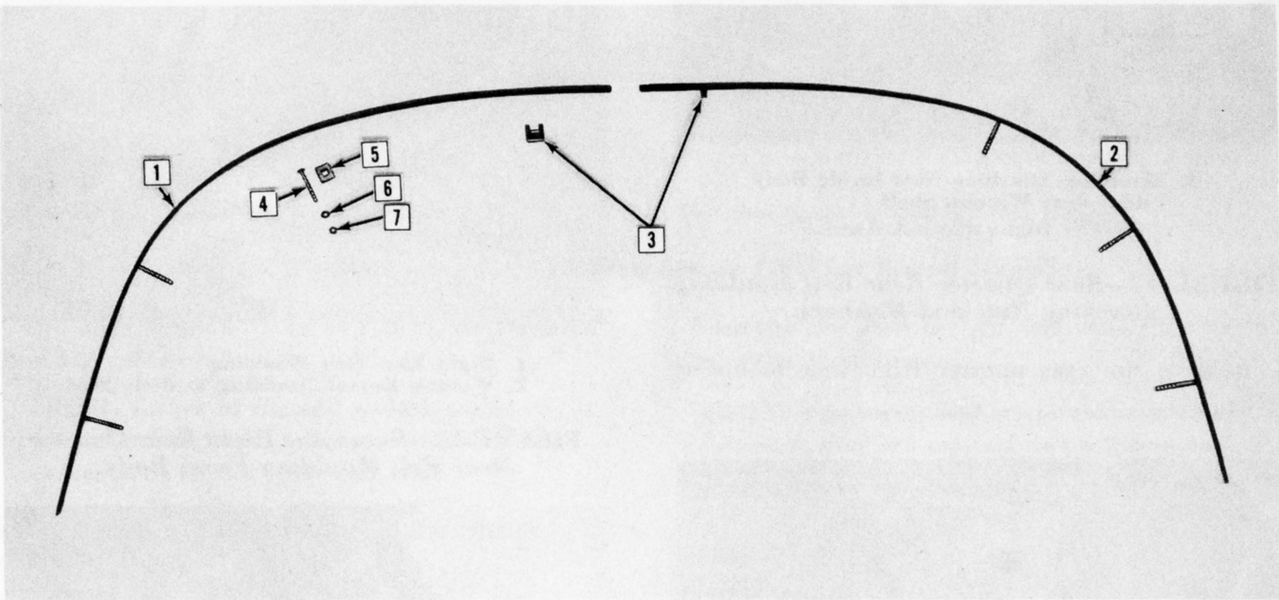
The right rear body belt moulding extends over the left moulding in the center, which serves as a cover plate for the joint of the two mouldings. They are fastened to the body with bolts. The bolts are inserted through clamp plates; then the bolt head and clamp plate are inserted into the flanges of the mouldings. A moulding to body clip is used on the rear center. The body belt moulding maintains the rear window assembly in position.

Rear Window Assembly Removal Country Club

Remove rear seat cushion and back assembly.

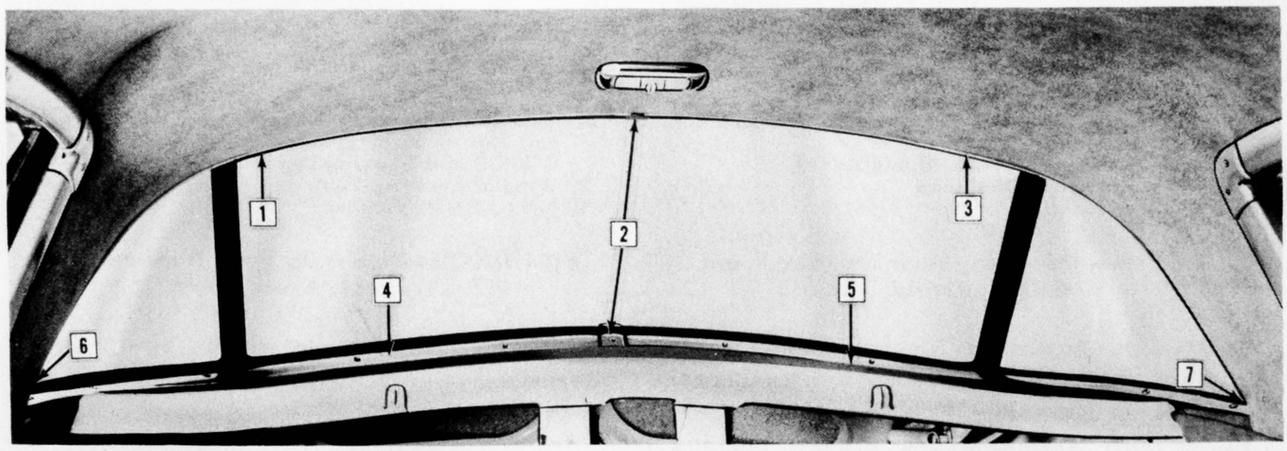
Remove rear window finish moulding (Fig. 16).

CAUTION: *When removing the rear window lower finish mouldings, do not misplace the lower corner rubber fillers (Item 6 and 7, Fig. 16).*



1. Rear Quarter Body Belt Moulding, Rear Right
2. Rear Quarter Body Belt Moulding, Rear Left
3. Rear Quarter Body Belt Moulding to Body Clip
4. Rear Quarter Body Belt Moulding Bolt
5. Rear Quarter Belt Moulding Bolt Clamp Plate
6. Rear Quarter Body Belt Moulding Bolt Lock Washer
7. Rear Quarter Body Belt Moulding Bolt Nut

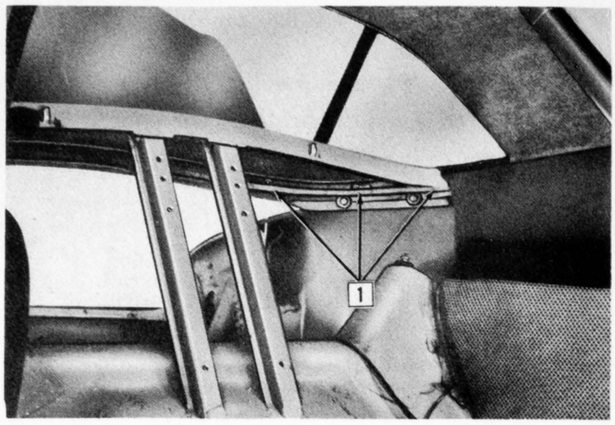
FIGURE 15—*Rear Quarter Rear Body Belt Mouldings and Attaching Parts.*



1. Moulding, Upper Right
2. Moulding Cover
3. Moulding, Upper Left
4. Moulding, Lower Right
5. Moulding, Lower Left
6. Lower Corner Filler Rubber, Left
7. Lower Corner Filler Rubber, Right

FIGURE 16—*Rear Window Finish Mouldings.*

Remove the rear belt moulding attaching nuts under the rear window shelf panel on both left and right sides (Fig. 17).

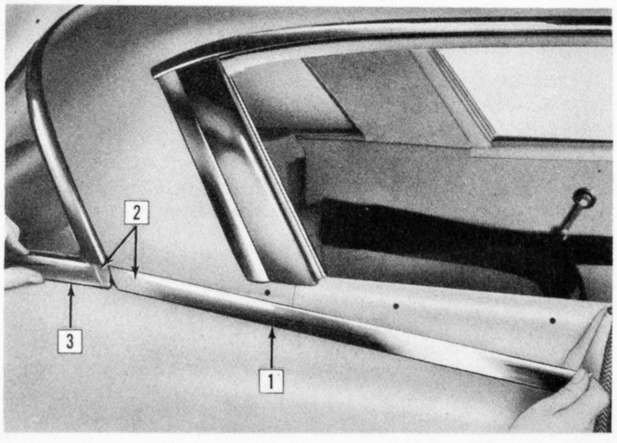


1. Moulding Attaching Nuts Inside Body Under Rear Window Shelf

NOTE: Right side not shown.

FIGURE 17—*Rear Quarter Rear Belt Moulding Attaching Nuts and Washers.*

Remove the rear quarter front belt moulding (Fig. 18).



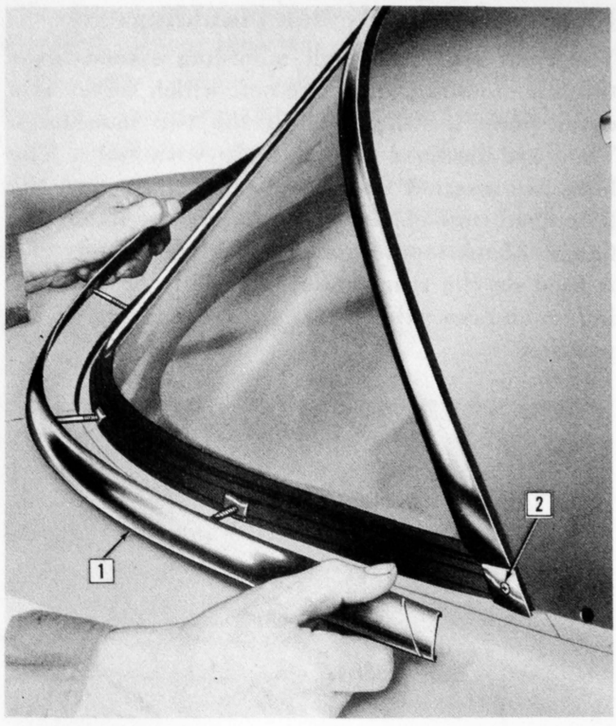
1. Rear Quarter Front Belt Moulding Clips Released From Body
2. Sliding Rear End of Front Moulding Off Front End of Rear Moulding
3. Rear Belt Moulding

FIGURE 18—*Removing Rear Quarter Front Belt Moulding.*

Remove the right and left rear quarter belt mouldings, then remove the window reveal moulding screws on both sides (Fig. 19).

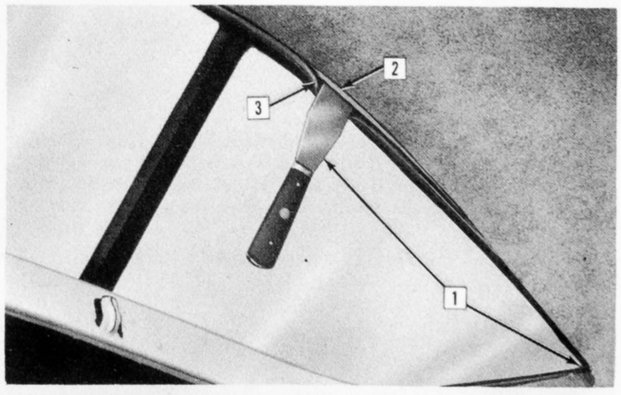
Insert putty knife between window opening flange and lip of rubber, starting at lower corner and working upward to the other side of the body (Fig. 20).

The complete assembly can then be lifted from the body.



1. Right Rear Belt Moulding
2. Window Reveal Moulding to Body Screw

FIGURE 19—*Removing Right Rear Quarter Rear Belt Moulding From Body.*



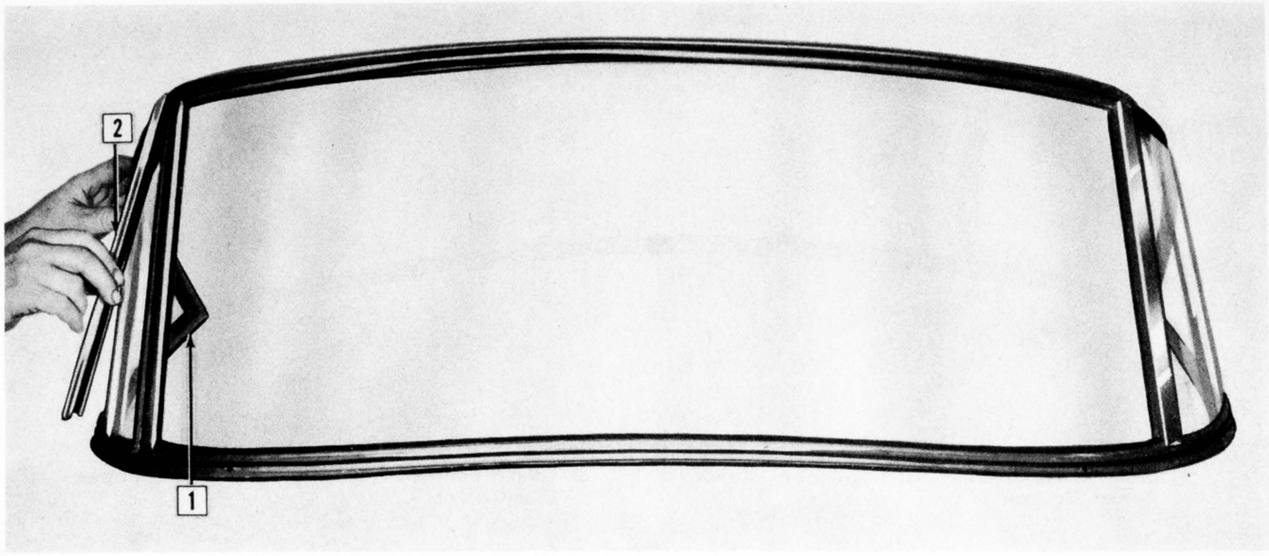
1. Insert Putty Knife Between Window Opening Flange and Lip of Rubber, Starting At Lower Corner of Window and Working Upward to Other Side of Body
2. Window Opening Flange
3. Lip of Sealer Rubber

FIGURE 20—*Removing Rear Window Glass Assembly From Body.*

After the complete rear window glass assembly is removed from the car, it should be placed on a clean padded bench.

Remove, or slide, the rear window reveal moulding fastening plate (Item 5, Fig. 14) on either of the moulding ends. Then twist upper edge of rubber and lift reveal mouldings from channel rubber.

Push end glasses inward and lift partition reveal moulding from rubber (Fig. 21).



1. Push End Glass Inward
2. Lift Partition Reveal Moulding From Rubber

FIGURE 21—*Removing Rear Window Center Partition Reveal Moulding.*

The rear window glass can then be removed from the rubber.

NOTE: *Either of the end glasses can be removed and replaced without removal of the center glass or the other end glass.*

Installation of Rear Window Assembly Country Club

Install the center glass into the channel rubber, then install the end glasses.

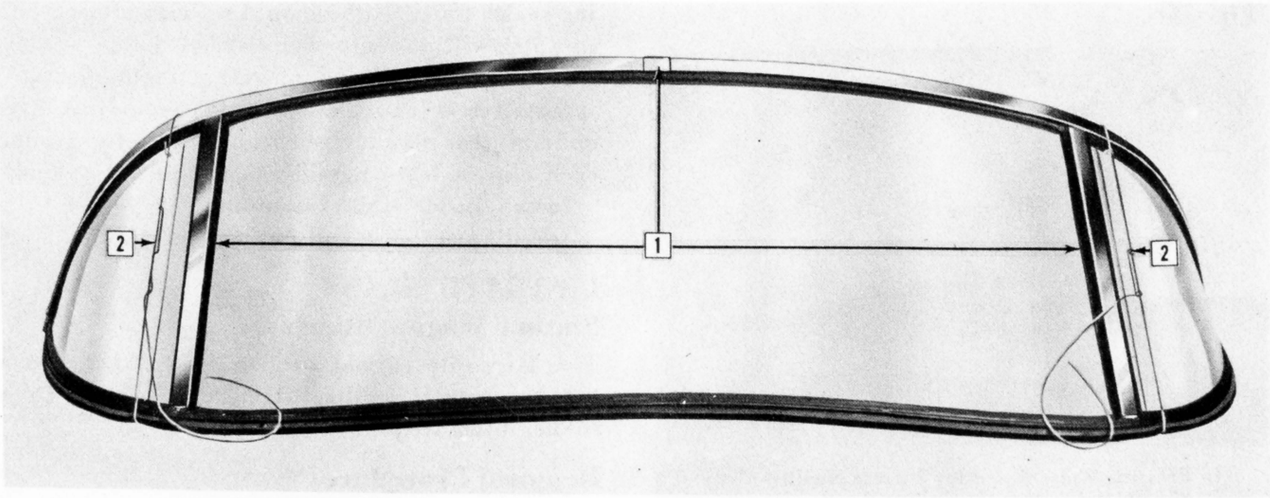
NOTE: *The center glass must be installed first—then the end glasses.*

Push the end glass inward, and install the partition reveal mouldings.

NOTE: *The mouldings are interchangeable, however, they are tapered on each end, and must be turned so the taper on the moulding will meet the contour of the glass edge.*

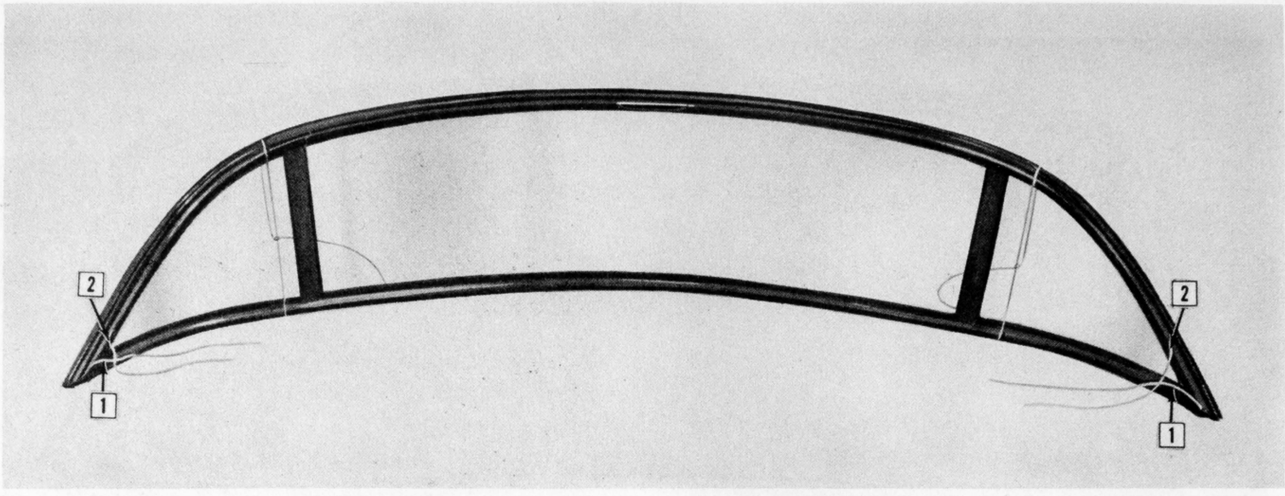
Tie a small cord around the glass and rubber (Fig. 22).

Install the right and left reveal mouldings. Apply liquid soap in channel of rubber to assist in inserting the moulding flange into the channel of the rubber.



1. Reveal Mouldings Installed
2. Small Cord Tied to Hold Rubber and Mouldings on Glass

FIGURE 22—*Installing Glass and Reveal Mouldings in Channel Rubber (Outside View).*



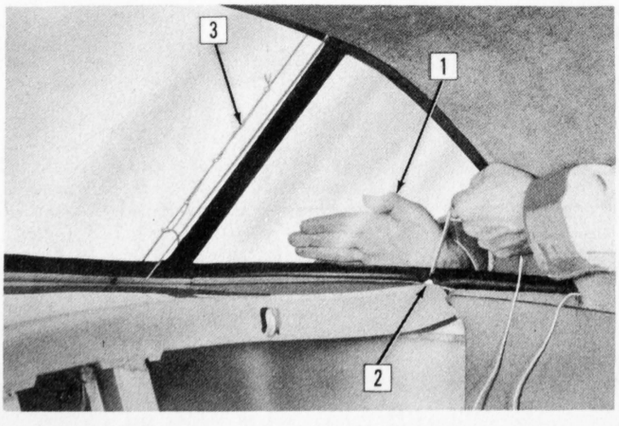
1. Small Cord Inserted into Channel of Rubber Across Bottom
2. Small Cord Inserted into Channel of Rubber Across Top

FIGURE 23—*Rear Window Glass Assembly.*

To assist in lifting the lip of the rubber over the rear window opening flange when it is installed into the rear window opening, insert a cord in the groove of the rubber channel across the top and across the bottom. These cords should over-lap at each end of glass, with the ends of cords left exposed as shown in Figure 23.

Set the complete assembly in the window opening so the bottom part of the channel rubber is on top of the flange of the window opening. Then move the glass sideways so the assembly is centered in the window opening.

Hold glass firmly against body from outside and lift bottom cord on inside which will lift the lip of rubber over flange of window opening for a distance of about 10 inches. Then lift upper cord, so lip of rubber is over flange about 10 inches (Fig. 24).



1. Pressing Glass Assembly Firmly Against Body
2. Slowly and Carefully Pulling Cord, Lift Lip of Rubber Over Flange of Window Opening
3. Cord Holding the Moulding and Rubber to the Glass

FIGURE 24—*Installing Rear Window Glass Assembly in Body.*

Perform the above operations on the other side of the glass.

Remove the cords holding the moulding and rubber to the glass (Item 3, Fig. 24).

From inside of body, continue with the bottom cord until lower lip of rubber is in place on body flange.

Then lift upper cord from both sides until lip of rubber is in place on flange of body.

From outside of body, press glass assembly toward body and lightly tap with rubber mallet on outer upper edge to permanently set the assembly into the window opening.

Seal the assembly on the outside with rubber cement between rubber and body.

Also seal between the glass and rubber.

Reinstall the rear quarter rear mouldings, applying sealer putty in the moulding around each bolt so water will not enter body at bolt hole.

Install screw at end of reveal mouldings.

Install rear quarter belt front mouldings over ends of rear mouldings. Seal with putty around each clip in front mouldings and install to body.

Install inside finish moulding.

Install rear back and cushion assemblies.

LIFTGATE GLASS

Station Wagon Models

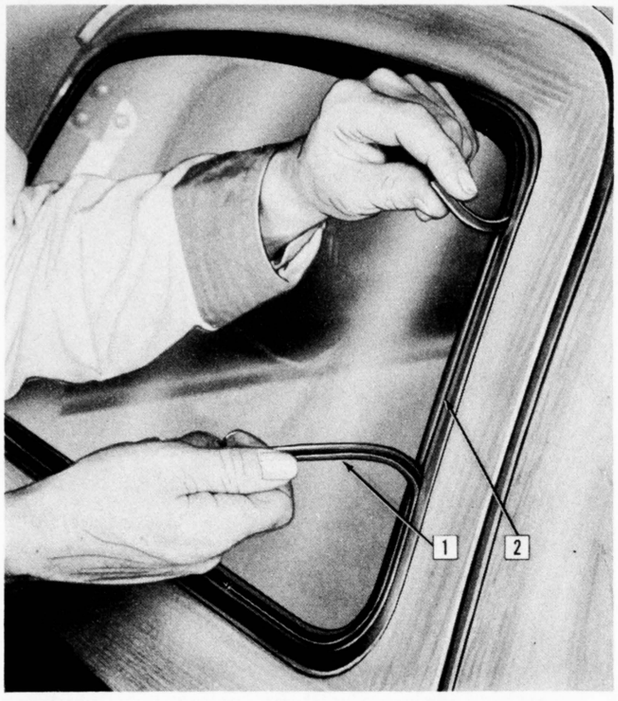
The Herculite curved liftgate glass is set into a rubber channel in the liftgate and secured by a rubber filler strip.

Removal Procedure:

Locate the joining ends of the filler strip and pull the complete filler out of the rubber channel (Fig. 25).

The glass can then be removed by pushing outward at the lower edge (Fig. 26). Then remove the

rubber channel from the liftgate glass opening, if necessary.



1. Filler Strip
2. Glass Channel

FIGURE 25—*Removing Filler Strip.*

FIGURE 26—*Lifting Glass From Rubber Channel.*

Installation Procedure:

Install the narrow groove of the rubber channel on the glass opening flange with the filler strip groove to the outside (Fig. 27). Stretch the rubber channel slightly at each of the four corners to prevent the rubber from gapping when the glass is installed.

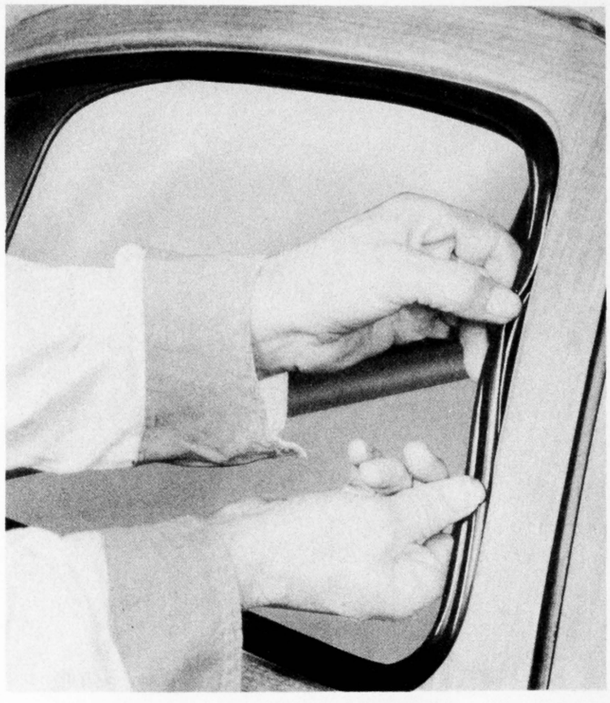


FIGURE 27—*Installing Rubber Channel to Glass Opening Flange.*

Insert the glass into the rubber channel at the bottom. With a wedge stick (Fibre or wood) complete the installation of the glass into the rubber channel (Fig. 28).

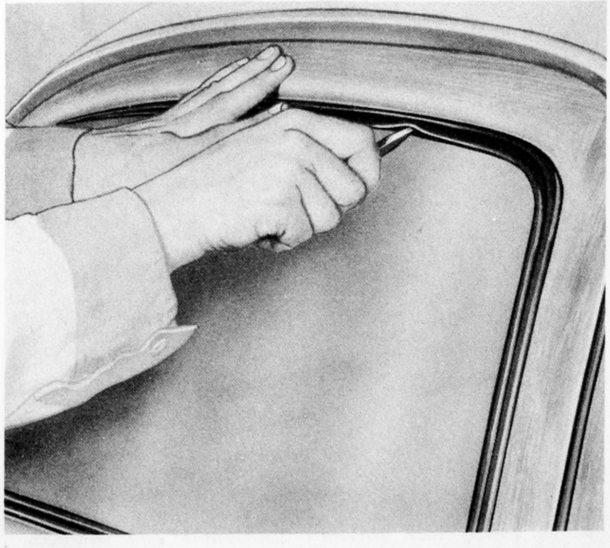


FIGURE 28—*Installing Glass Into Rubber Channel.*

Apply liquid soap to the filler strip groove (Fig. 29).

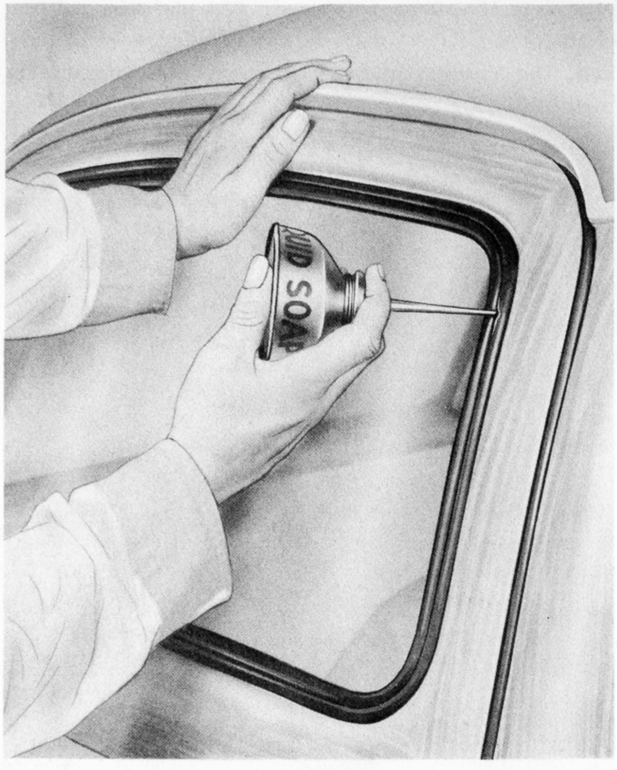


FIGURE 29—*Liquid Soap Being Applied.*

A special installing tool will facilitate installation of the filler strip (Fig. 30).

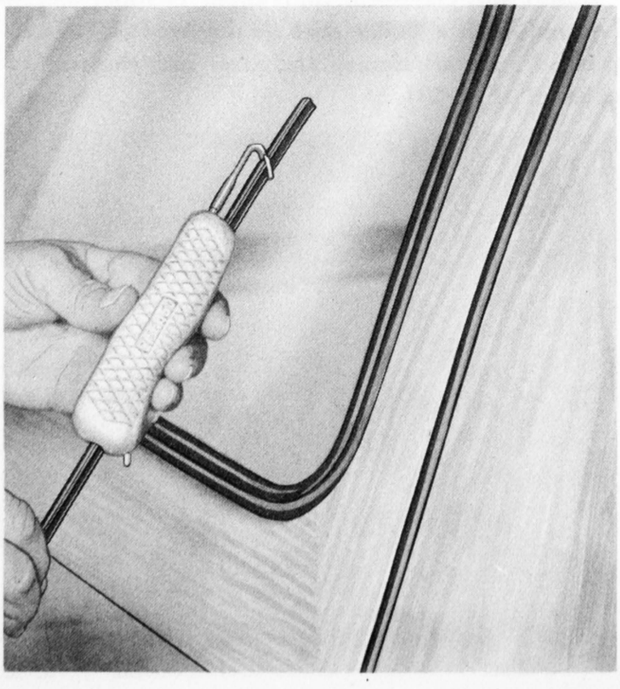


FIGURE 30—*Threading Filler Strip Through Handle and Eye of Special Tool.*

Insert the tool and filler strip into the groove of the channel rubber and hold the end of the filler in place as shown in Figure 31.

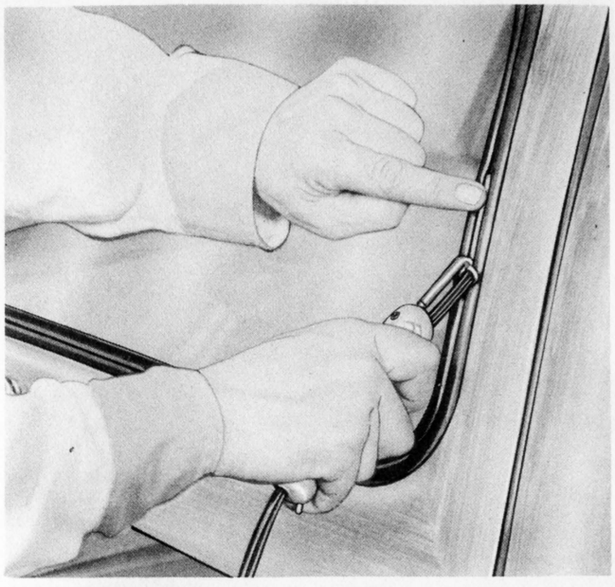


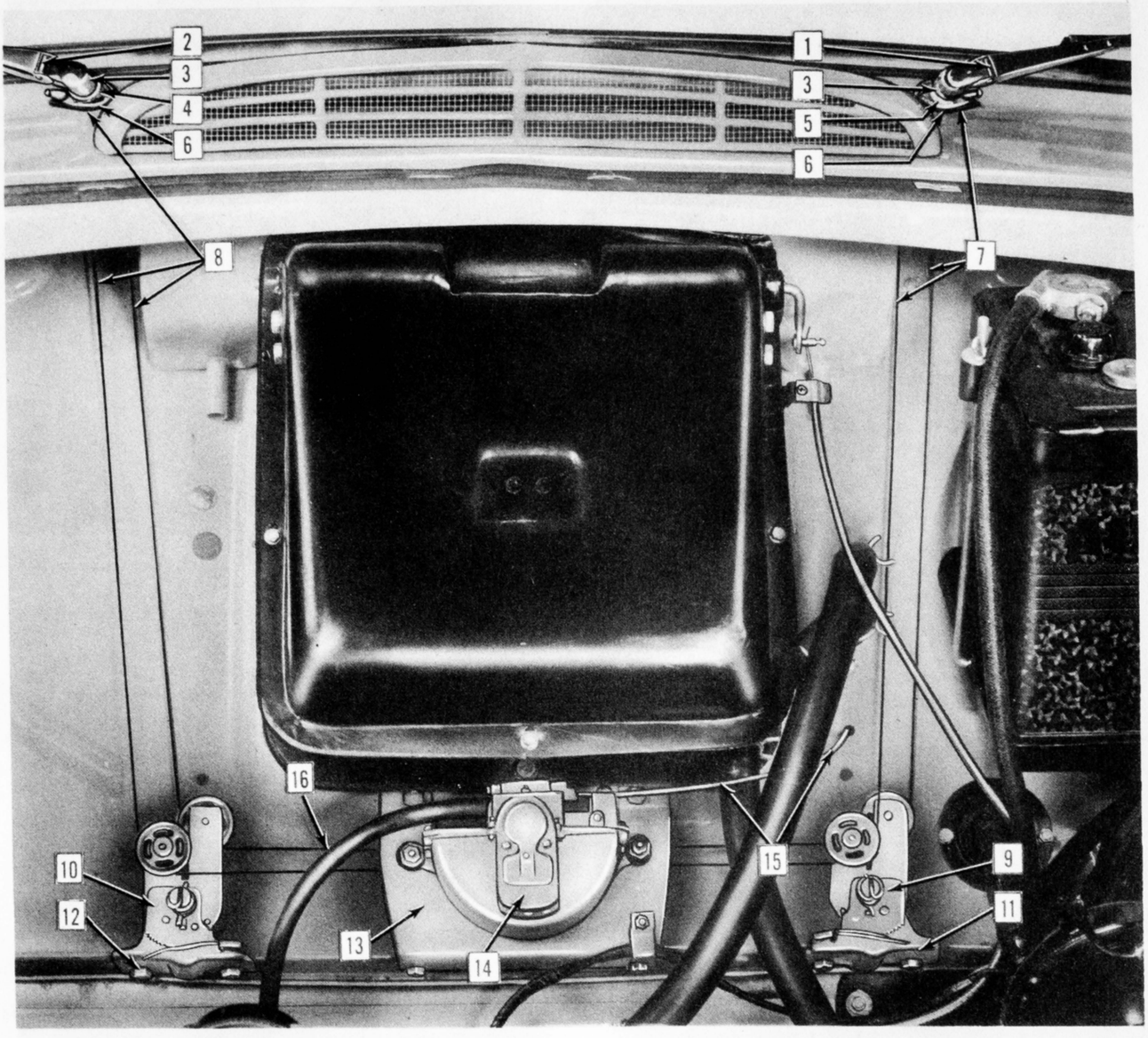
FIGURE 31—*Inserting Filler into Groove.*

Insert approximately eight inches of the rubber filler strip into the groove, then move the tool back approximately one inch which will allow the filler to retract. Continue this operation until the filler is completely installed.

The filler strip should overlap the starting point approximately ½". It can then be forced into place (Fig. 32) to insure a tight joint.

FIGURE 32—*Forcing Overlapped End of Filler Strip Into Place.*

WINDSHIELD — REAR WINDOW — WINDSHIELD WIPER
("Rambler" Series)



1. Windshield Wiper Arm, Left
2. Windshield Wiper Arm, Right
3. Pivot Shaft, Spacer and Jet Assembly Holding Nut
4. Pivot Shaft, Spacer and Jet Assembly, Right
5. Pivot Shaft, Spacer and Jet Assembly, Left
6. Pivot Shaft, Spacer and Jet Assembly Gasket (Leather)
7. Pivot Shaft and Cable Assembly, Left
8. Pivot Shaft and Cable Assembly, Right
9. Cable Tensioner, Left
10. Cable Tensioner, Right
11. Cable Tensioner Bracket, Left
12. Cable Tensioner Bracket, Right
13. Motor Mounting Bracket
14. Motor
15. Control Cable and Conduit Assembly
16. Vacuum Hose

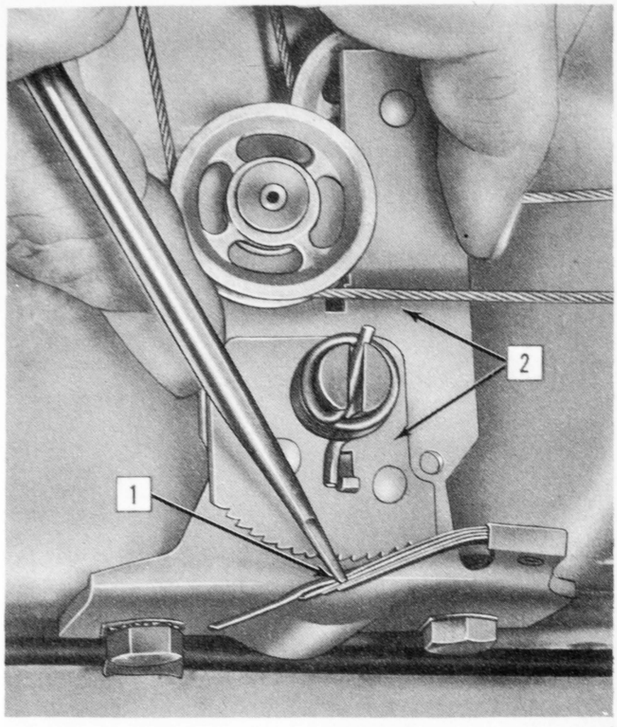
FIGURE 33—*Windshield Wiper and Attaching Parts.*

WINDSHIELD WIPER

The windshield wiper motor is mounted on the dash panel under the hood. The wiper arms are cable operated.

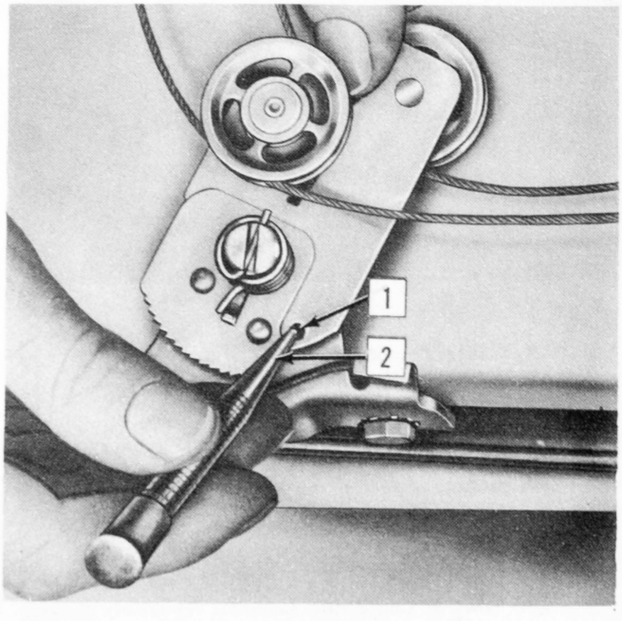
Wiper Motor Removal

Release the tensioner ratchet and place it in a locked position as shown in Figures 34 and 35 to remove cable tension.



1. Tensioner Spring Assembly
2. Tensioner Ratchet

FIGURE 34—*Pressing Tensioner Locking Spring Assembly to Release Tensioner Ratchet.*

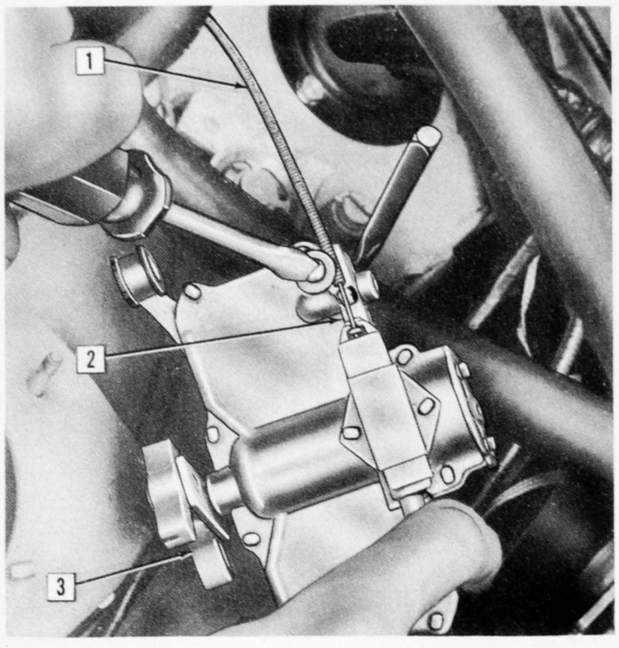


1. Locking Hole in Tensioner
2. Insert Drift in Locking Hole

FIGURE 35—*Locking Tensioner In Released Position By Inserting Drift In Locking Hole of Tensioner and Tensioner Bracket.*

Remove the wiper motor from its mounting bracket and the cables from the swivel.

Remove the wiper control cable and conduit from the wiper motor (Fig. 36).

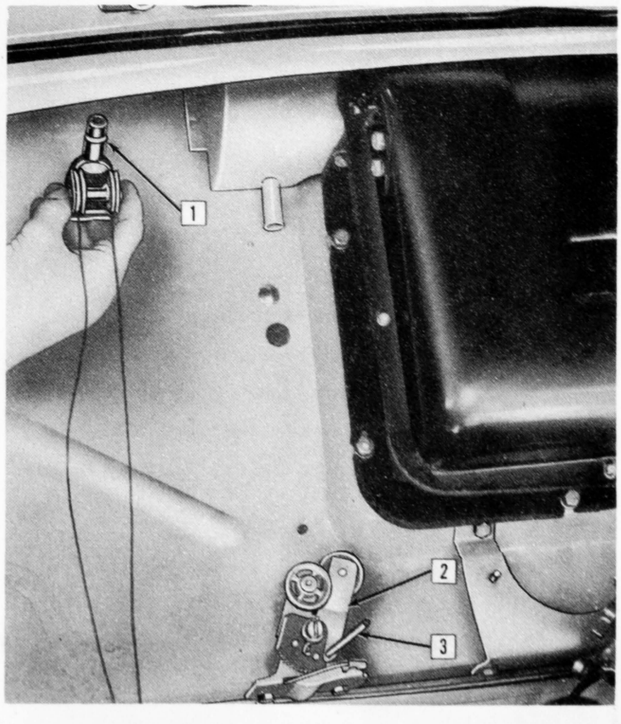


1. Conduit 3. Swivel 2. Control Cable

FIGURE 36—*Removing Control Cable and Conduit.*

Wiper Pivot Shaft and Cable Assembly

The windshield wiper motor must be removed from its mounting to permit removal of the pivot shaft and cable assembly (Fig. 37). Refer to Wiper Motor Removal and Installation.

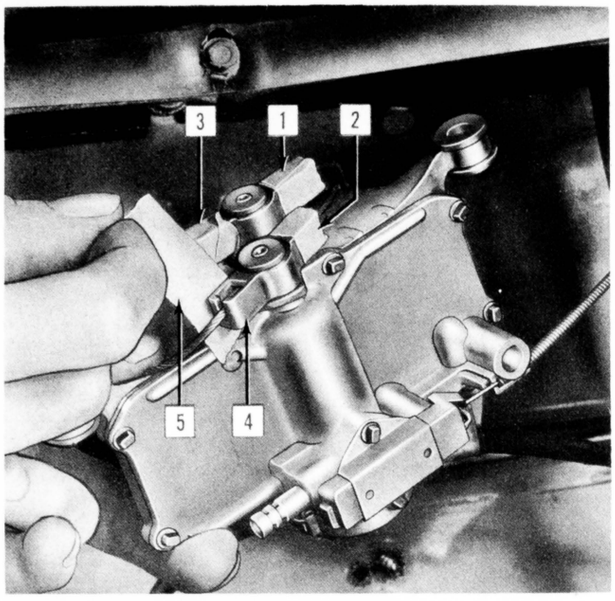


1. Pivot Shaft and Cable Assembly
2. Tensioner Locked In Released Position
3. Drift Punch

FIGURE 37—*Removing Pivot Shaft From Cowl Top.*

Wiper Motor Installation

The cables must. be installed to the wiper motor swivel before the motor is installed to its mounting bracket. Install the bottom cables first; then the top cables. As it is difficult to retain the cables in their sockets, use masking tape to hold them in place (Fig. 38).



1. Left Pivot Shaft Inside Cable to Bottom Swivel
2. Left Pivot Shaft Outside Cable to Top Swivel
3. Right Pivot Shaft Outside Cable to Bottom Swivel
4. Right Pivot Shaft Inside Cable to Top Swivel
5. Applying Masking Tape Around Swivel to Hold Cable in Socket

FIGURE 38—*Installing and Taping Cables to Swivel for Motor or Pivot Shaft Installation.*

Install the motor to the mounting bracket and the cables on the tensioner pulleys. (Refer to Figure 33 for correct cable installation.)

To adjust the cable tensioners, use a screw driver to pry and pull the top of the tensioner away from the wiper motor; at the same time press the spring assembly up into the ratchet teeth, as shown in Figure 39.

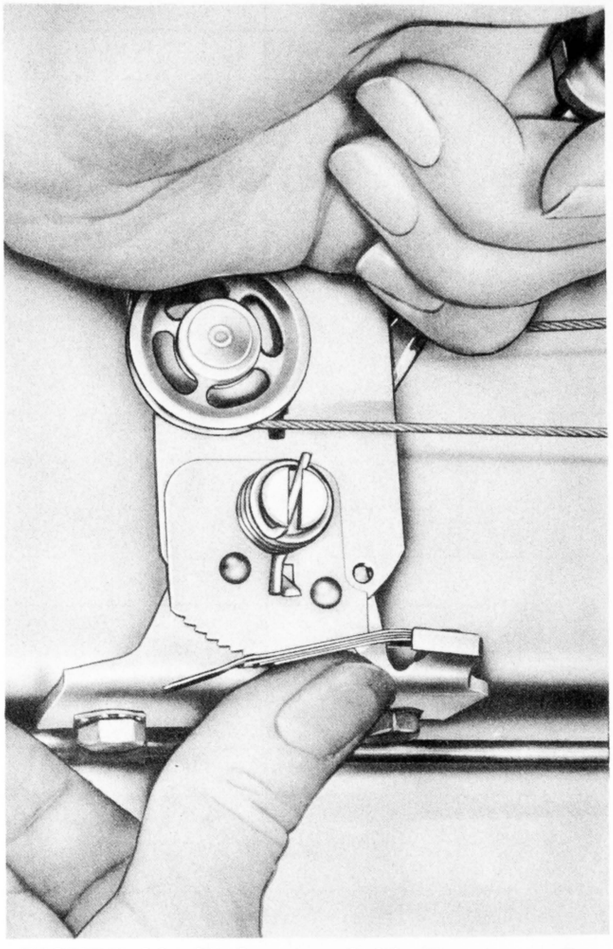


FIGURE 39—*Tightening Cable Tensioner By Prying With Screw Driver, and Locking By Pressing Spring Assembly Up into The Ratchet Teeth.*

Then remove the masking tape from the cable ends and swivel and check wiper operation.

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TECHNICAL SERVICE LETTER REFERENCE

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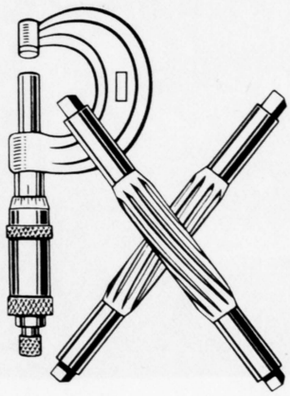
Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

INSTRUMENT PANEL 2

INSTRUMENT PANEL CLOCK 2

IGNITION KEY LIGHT AND COURTESY LIGHTS 2

RADIO REMOVAL 3

GLOVE BOX

- Removal 3
- Lock 5
- Removing Cylinder Lock 5
- Lubrication of Lock 5

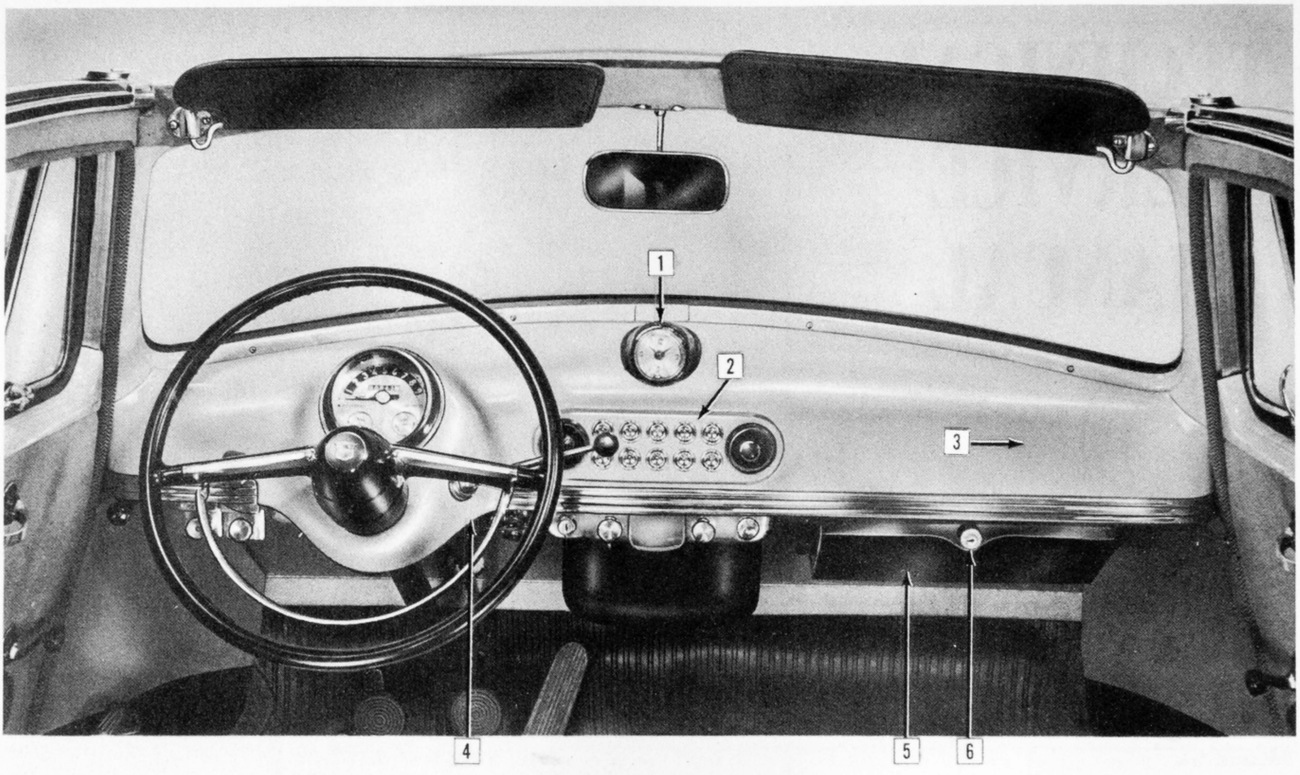
SERVICE LETTER REFERENCE 6

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES

("RAMBLER" SERIES)

INSTRUMENT PANEL



1. Instrument Panel Clock
2. Radio
3. Instrument Panel
4. Ignition Key and Courtesy Lights
5. Glove Box
6. Glove Box Lock

FIGURE 1—*Instrument Panel With Radio, Clock and Mounted Assemblies "Rambler" Custom Convertible Shown.*

The ends of the instrument panel are welded to the body pillars. The top of the instrument panel is welded to the cowl top and dash assembly at the bottom of the windshield opening. These welds are visible when the windshield finish mouldings and metal windshield post trim panels are removed.

INSTRUMENT PANEL CLOCK

Custom Models

The clock and housing assembly is mounted to the top center of the instrument panel with one screw at the top of the housing (Fig. 1). To support the bottom, two dowel pins are inserted into holes provided in the instrument panel.

The clock is mounted to the clock housing with two studs, washers and nuts. It is insulated to the housing with a rubber gasket installed on the front rim of the clock face before it is inserted into the housing.

For replacement of light bulb or service to the clock, it is only necessary to remove one screw holding the clock to the instrument panel. Then lift the clock and housing from the instrument panel opening. All wires and light bulb are accessible.

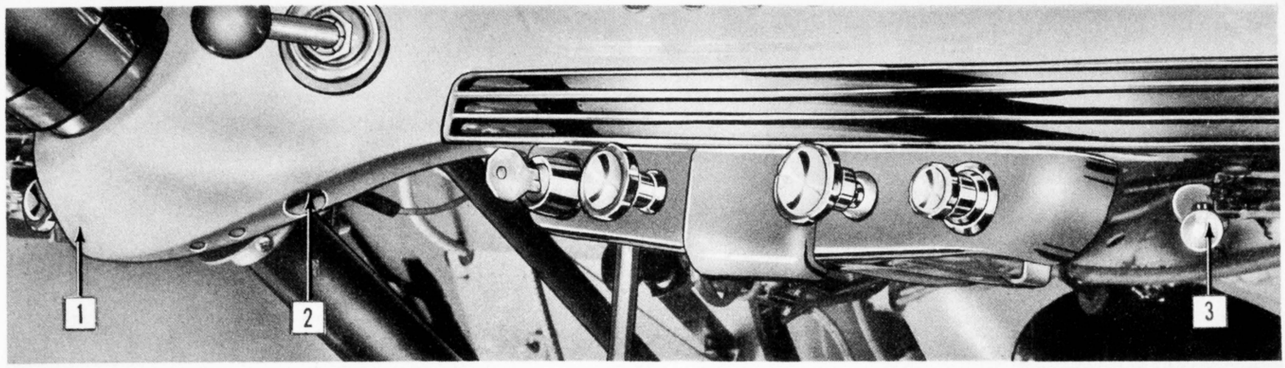
IGNITION KEY LIGHT AND COURTESY LIGHTS

The key, courtesy, and dome light switch, (Item 1, Fig. 2) also controls the instrument cluster and clock light.

The ignition key light is mounted to the inside of the instrument panel bottom flange. The courtesy light is mounted to a bracket on the dash panel, located above the Weather Eye heat deflector. The dome light is mounted over the rear window.

These lights may be operated by a switch on the instrument panel when the doors are closed by

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES
("Rambler" Series)



1. Switch and Switch Lever
2. Ignition Key Light
3. Courtesy Light (Over Heat Deflector)

FIGURE 2—*Ignition Key and Courtesy Lights.*

moving the switch lever to the right. When the switch lever is moved to the left from the neutral position, the instrument cluster and clock lights are operated.

On Custom Models, door pillar switches are incorporated, which automatically light the courtesy lights when the doors are opened.

The door pillar switches on Station Wagon Models operate the courtesy light only; on the Convertible Models, the key light and courtesy light; and on the Country Club Models the key light, courtesy light and dome light.

RADIO REMOVAL FROM INSTRUMENT PANEL

Disconnect the battery.

Remove instrument switch panel mounting nuts (Item 2, Fig. 3). Lower the panel to provide clearance for radio removal.

Remove radio dials and mounting nuts.

Disconnect all wires to radio and lower radio.

GLOVE BOX

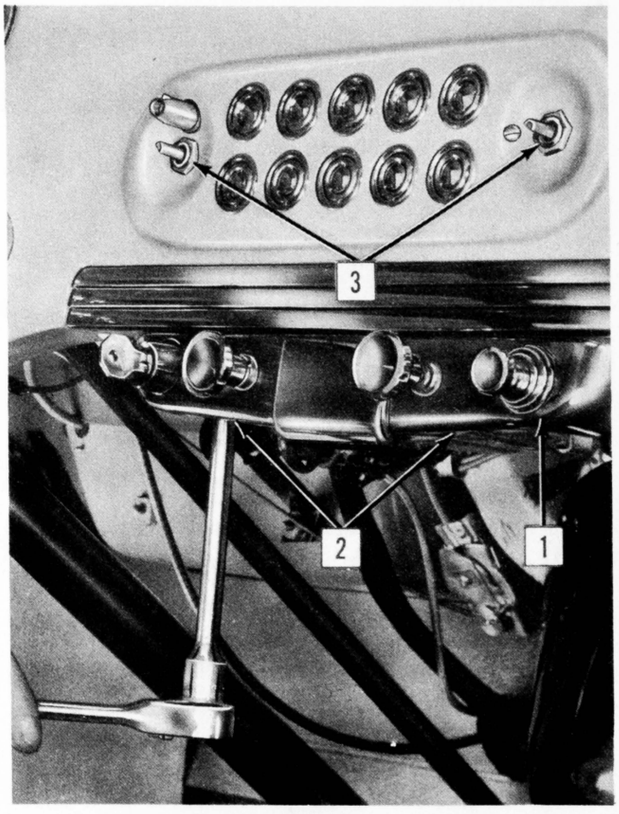
The steel glove box assembly is made up of several steel stampings welded together. The complete glove box is painted black. The interior is lined with a printed felted lining.

The operation is of a sliding drawer type; sliding into felt lined channels that are riveted to the glove box mounting assembly.

A rubber bumper is located at the upper center of the lock striker to cushion the glove box when it is closed.

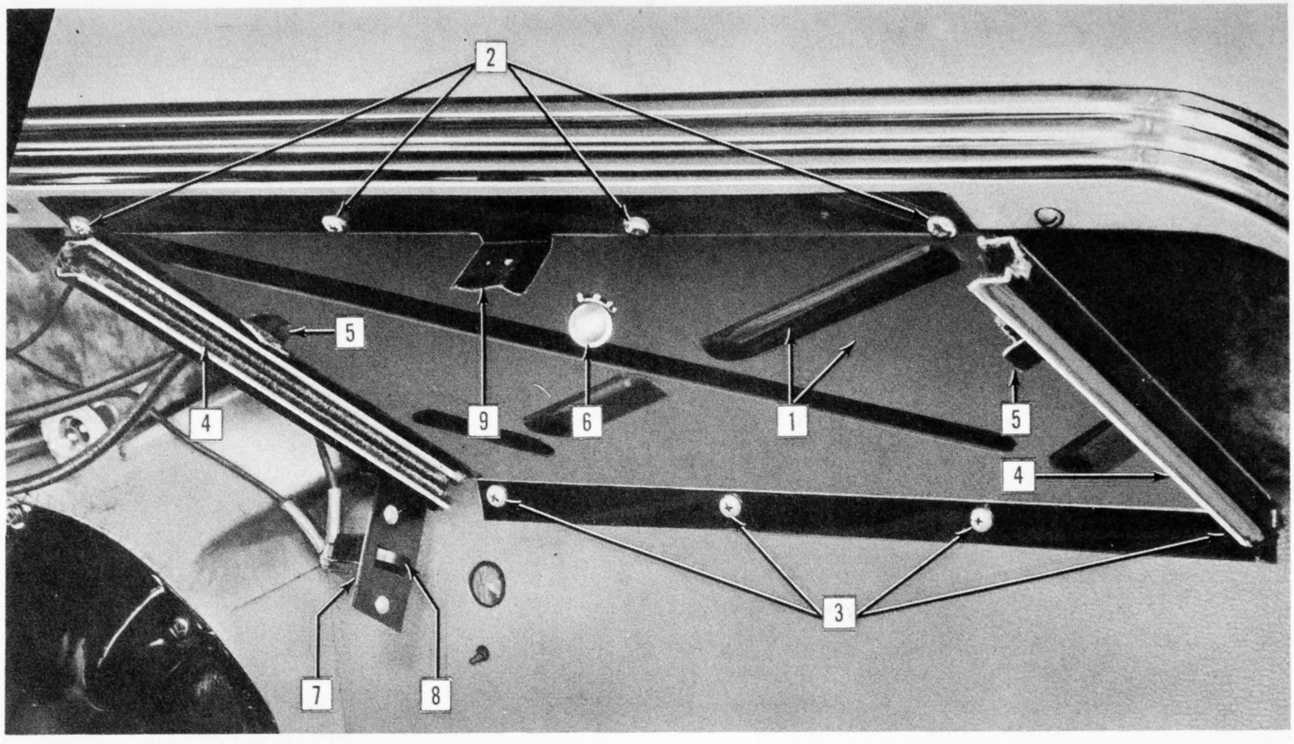
The glove box is provided with a combination push button handle and key lock that catches to a lock striker plate (Item 9, Fig. 4) when the glove box is closed. The lock striker plate is welded to the mounting panel. The operation of the push button will release the lock catch from the striker plate for opening the glove box.

When the glove box is opened and pulled forward, the back wall of the glove box strikes two stops to prevent pulling the glove box completely out of its operating channels.



1. Instrument Switch Panel
2. Instrument Switch Panel Mounting Nuts
3. Radio Mounting Nuts

FIGURE 3—*Radio Removal From Instrument Panel.*



1. Glove Box Mounting Assembly
2. Screws, Glove Box Mounting Assembly to Bottom of Instrument Panel
3. Screws, Glove Box Mounting Assembly to Dash Panel
4. Glove Box Slide Channels
5. Glove Box Stops
6. Glove Box Light
7. Glove Box Light Switch and Bracket
8. Glove Box Light Switch Lever
9. Glove Box Lock Striker

FIGURE 4—*Glove Box Mounting Assembly and Light.*

These stops (Item 5, Fig. 4) are cutouts, in the glove box mounting assembly, that are bent downward.

Glove Box Removal

Open glove box and bend stops to clear back wall of the glove box when it is pulled forward.

> CAUTION: *When glove box is re-installed, be sure to bend stops down sufficiently to serve as stops against the back inner wall of the glove box.*

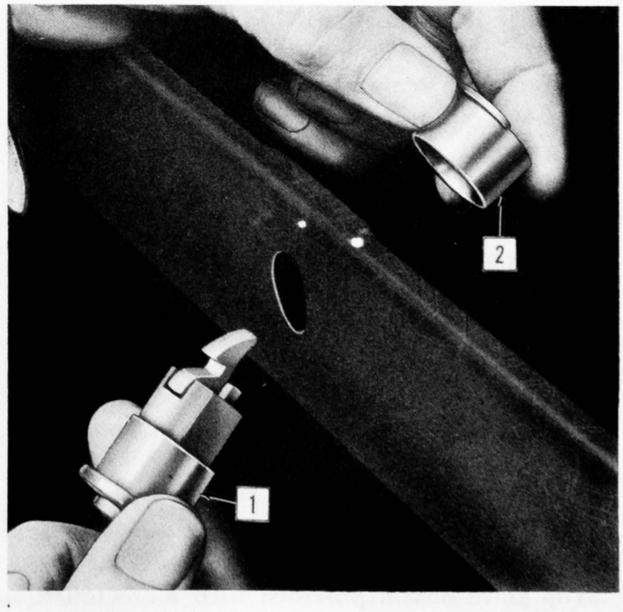
Glove Box Mounting Assembly and Light

The glove box mounting panel serves as a cover for the glove box and retains the felt lined channels in which the glove box slides.

The front edge of this assembly is fastened to the bottom of the instrument panel with four machine screws. The back edge is fastened with four sheet metal screws to the dash panel.

The glove box light switch bracket is welded to the mounting panel, and the light switch is fastened to this bracket with screws.

The glove box light switch lever extends to the inside of the bracket for contact to the glove box. When the glove box is pushed in or closed, this pushes the light switch lever forward and turns out the light. When the glove box is opened, the switch is released and turns on the light.



1. Lock
2. Lock Retainer

FIGURE 5—*Removing or Installing Glove Box Lock.*

INSTRUMENT PANEL AND MOUNTED ASSEMBLIES
("Rambler" Series)

The light socket and bulb assembly is inserted through the glove box mounting panel from the top, as shown in Figure 5. It is not necessary to remove the mounting panel for bulb replacement, as it can be reached from the side of the mounting panel.

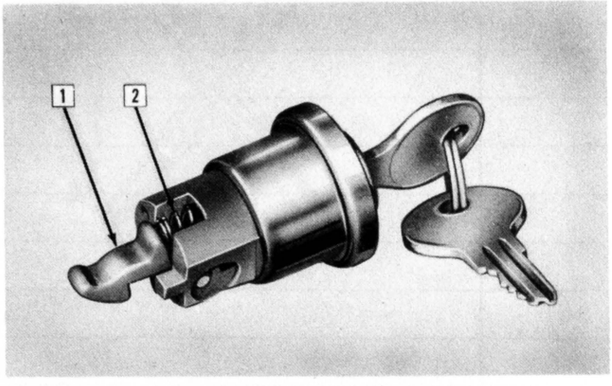
Glove Box Lock

The glove box lock is inserted through the glove box face panel from the outside. The lock retainer is set over the lock on the inside of the glove box. This lock retainer is held in place by a retaining screw, fastened to the lock housing (Fig. 5).

Removing Cylinder Lock From Lock Housing

For maintenance or lubrication, the cylinder lock may be removed from the lock housing after removing the complete assembly from the glove box.

Insert keys into lock assembly and remove the lock bolt spring (Fig. 6).



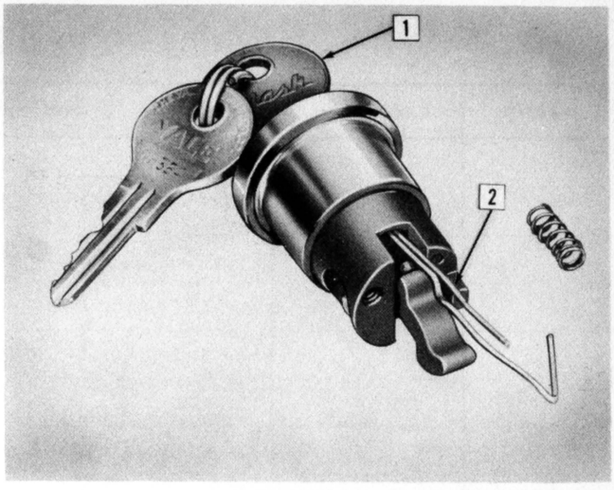
1. Lock Bolt
2. Lock Bolt Spring

FIGURE 6—*Glove Box Lock and Housing Assembly.*

Turn keys to right as far as possible—to horizontal position.

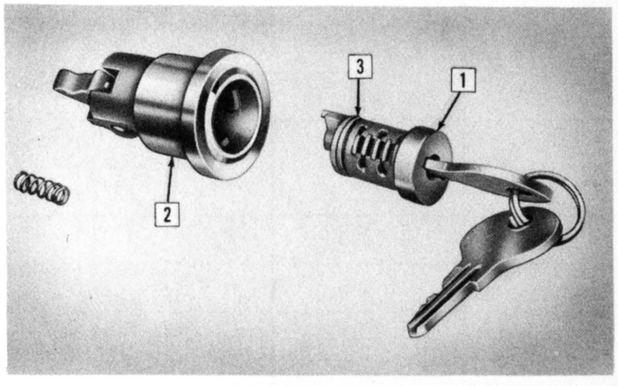
Insert doubled paper clip into hole in housing about 1 inch as shown in Figure 7.

Turn key back to left or vertical position. This will depress the cylinder lock ring (Item 3, Fig. 8) from the locking groove in the housing. The cylinder can then be removed from the housing.



1. Keys Turned to Horizontal Position
2. Doubled Paper Clip Inserted into Hole in Housing One Inch

FIGURE 7—*Removing Cylinder Lock From Housing.*



1. Lock Cylinder and Keys
2. Housing
3. Lock Ring

FIGURE 8—*Glove Box Lock Cylinder Removed From Housing.*

Lubrication of Key Lock

Use only powdered or flake graphite in key cylinder lock.

Lubrication Glove Box Lock and Slide Channels

Apply a very thin coat of Lubriplate to the lock striker and lock catch. If lubricant is required in the glove box slide channels ONLY GRAPHITE SHOULD BE USED.

TECHNICAL SERVICE LETTER REFERENCE

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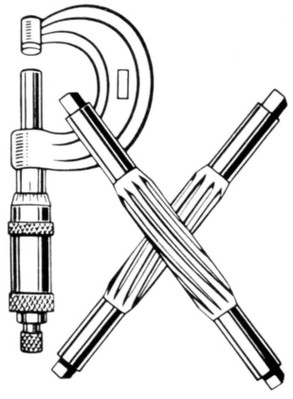

"RAMBLER" SERIES

SEAT ASSEMBLIES AND ADJUSTRES

FRONT SEAT FRAME ASSEMBLY

Front Seat Frame With Folding Back . 2

Front Seat Frame With Reclining Back 3

Reclining Seat Back Adjuster Assemblies 5

FRONT SEAT BACK UPHOLSTERY ASSEMBLY AND SPRINGS 8

FRONT SEAT ADJUSTER 9

REAR SEAT BACK ASSEMBLY

"Convertible" and "Country Club" 10

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REAR SEAT BACK PAN ASSEMBLY

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SEAT CUSHIONS 14

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SEAT ASSEMBLIES AND ADJUSTERS

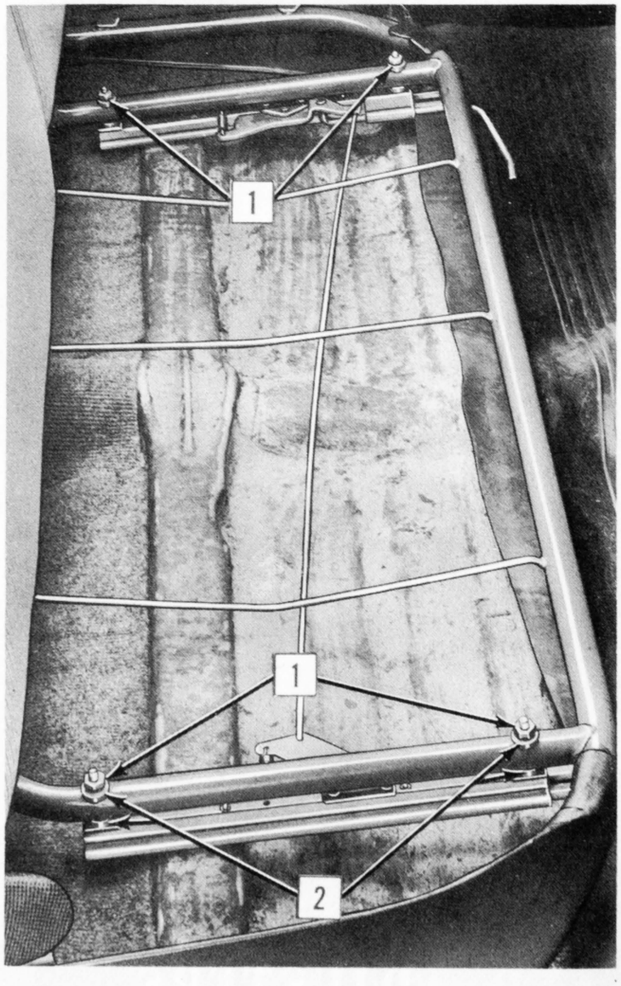
SEAT ASSEMBLIES AND ADJUSTERS

("RAMBLER" SERIES)

FRONT SEAT FRAME ASSEMBLY "RAMBLER" SERIES

Two types of front seat assemblies are used, those with folding backs and those with adjustable reclining right and left backs. The seat base or backs of either assembly will not interchange with the other. Therefore, A FOLDING SEAT CANNOT be converted into a recliner.

Both types of seat bases are bolted to the seat adjuster slides in the same manner (Fig. 1).

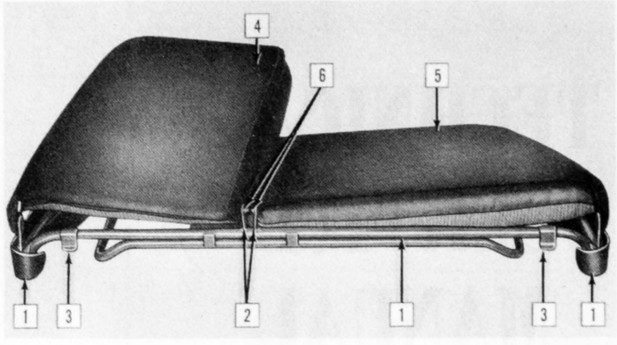


1. Seat Frame to Adjuster, Nuts and Lock Washers
2. Concave Spacer Washers

FIGURE 1—*Front Seat Base Bolted to Seat Adjuster Slides.*

FRONT SEAT FRAME WITH FOLDING BACKS

The front seat frame base includes the seat base and the right and left side wings. These are welded together to form a complete unit.



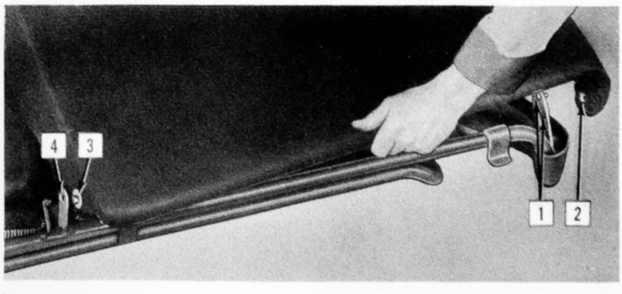
1. Seat Base and Side Wing Assembly (Upholstery Cemented to Side Wing)
2. Center Hinge Brackets (Welded to Seat Base)
3. Seat Back Stops (Welded to Seat Base)
4. Left Seat Back Assembly
5. Right Seat Back Assembly
6. Seat Back Brackets Mounted to Seat Base with Fibre Washers, Flat Washers, and Cotter Keys

FIGURE 2—*Front Seat Assembly With Folding Backs.*

The right and left seat back frames are mounted to the seat base sides and center brackets and are fastened to the center seat base bracket with a cotter key. They will only fold to the forward position.

Removing Folding Seat Back From Seat Base

Fold seat back forward, and remove cotter key and flat washer from center hinge (Fig. 3).



1. Seat Base Outer Hinge and Hinge Pin
2. Hinge Pin Socket in Seat Back Outer Side Wing
3. Hinge Pin and Fibre Washer, Seat Back Inner Side Wing
4. Hinge Pin Socket in Seat Base Center Hinge Bracket

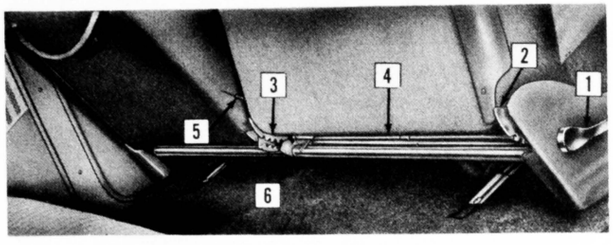
FIGURE 3—*Removing Right Front Seat Back Assembly From Seat Base.*

This will relieve the spring tension of the seat back into the seat base hinge brackets, and will disengage the pivot on the outer seat base hinge from the socket in the seat back side wing (Items 1 and 2, Fig. 3), also the pivot pin on the seat back inside wing from socket on the center hinge of the seat base.

SEAT ASSEMBLIES AND ADJUSTERS
("Rambler" Series)

The fibre washers should be installed on both pivot pins before the seat back is reinstalled.

FRONT SEAT FRAME WITH ADJUSTABLE RECLINING RIGHT AND LEFT SEAT BACKS



1. Handle Right Seat Back
2. Bracket Assembly with Ratchet (Right Seat Outer) Welded to Seat Back
3. Bracket Assembly with Ratchet (Center Hinge) Welded to Right Seat Back
4. Adjuster Rod
5. Hinge Stop Spring
6. Hinge Stop (Ratchet) Right Seat Back

FIGURE 4—*Front Seat Frame With Adjustable Reclining Right and Left Backs.*

The reclining seat backs are the same size as the folding seat backs.

Each seat back will raise and fold forward individually without using the control handles. They will recline individually to each position by operating the control handle. However, the handle must be operated at each reclining position until the position desired is reached.

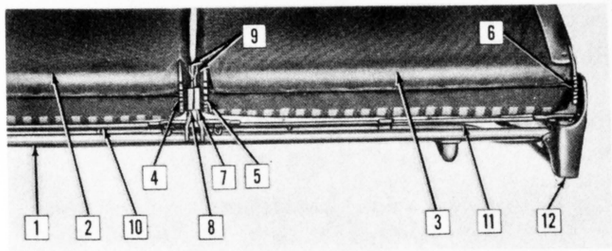
The seat back is retained in each reclining position by the outer bracket and ratchet assembly (Item 2) and center hinge bracket and ratchet assembly (Item 3) engaging the upper tong of adjuster rod (Item 4, Fig. 4).

The adjuster rod has a fork of two tongs on each end. The upper tong engages the seat back ratchet (Items 2 and 3) and the lower tong engages the hinge stop ratchet (Item 6). Both tongs are inserted into the handle on the opposite end.

The outer side of the right and left reclining seat back frames are mounted to the seat bottom frame side bracket by a hinge pin. This pin is welded to each seat base side bracket that is inserted into a socket in the seat backs (Fig. 9). The inside seat back frame brackets (Items 4 and 5, Fig. 5) are both fastened to the center hinge bracket with one hinge pin and cotter key.

How the Reclining Seat Back Operates

When the handle is raised the adjuster rod is twisted, releasing the upper tong from the seat back ratchets, and the lower tong is engaged into the hinge stop ratchet. This will permit the seat



1. Front Seat Base (Reclining Backs)
2. Reclining Seat Back Assembly Left
3. Reclining Seat Back Assembly Right
4. Bracket Assembly with Ratchet (Left Center Hinge) Welded to Seat Back
5. Bracket Assembly with Ratchet (Right Center Hinge) Welded to Seat Back
6. Bracket Assembly with Ratchet (Right Outer) Welded to Seat Back
7. Hinge Stop Ratchet, Right
8. Hinge Stop Ratchet, Left
9. Hinge Stop Ratchet Springs
10. Adjuster Rod Left Side
11. Adjuster Rod Right Side
12. Control Handle

FIGURE 5—*Front Seat Frame With Adjustable Reclining Right and Left Seat Backs.*

back to be lowered the space of *one tooth* on ratchets, and will remain in this position until the handle is released.

When the handle is released, the adjuster rod upper tong will again engage the seat back ratchets at the new lowered position of one tooth and the lower tong will disengage from the teeth in the stop ratchet. This will retain the seat back in that position until the handle is again raised for the next lowering position of the seat back.

The hinge stop ratchet is counter balanced by the hinge stop spring (Item 5). This permits the ratchet to follow any movement of the seat back and be in a position at all times to engage the lower tong of the adjuster rod. It also permits it to be lowered to only one position, retaining the seat back in this position until the control handle is released, allowing the upper fork of the adjuster rod to engage in the new location of the seat back ratchets.

Reclining Seat Back Operation

Relieve all pressure against the seat back. Raise the control handle and apply sufficient pressure to move the seat back. Then release the handle.

Follow this procedure to lower seat back at each position until position desired is reached.

To raise seat back from any lowered position, it is only necessary to lift the seat back to the position desired. Do not operate control handle.

Removing Reclining Seat Back from Seat Base

Remove seat cushion.

The seat back to be removed should be tilted to the forward position. The other seat back should be lowered to the reclining position.

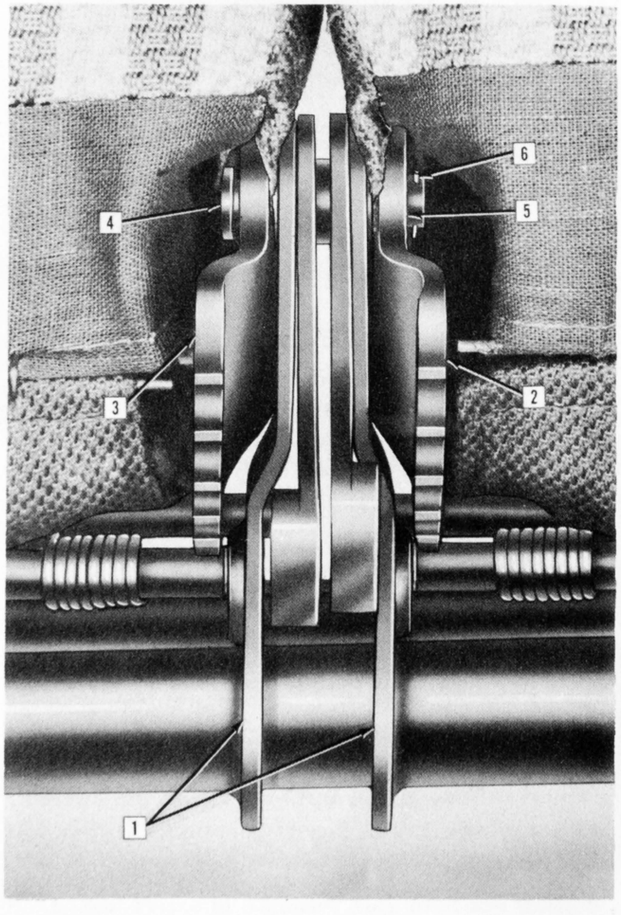
NOTE: *Mark hole locations in which the hinge stop springs (Item 9, Fig. 5) are fastened in the hinge stop ratchets, that they may be reinstalled in these same holes.*

Remove both springs.

Tilt both seat backs to reclining position.

Carefully spread upholstery on each seat back away from center hinge, to expose the center hinge pin (Items 4 and 6, Fig. 6).

Remove cotter key and washer from center hinge pin (Items 5 and 6, Fig. 6).



1. Reclining Seat Bottom Frame Center Hinge Bracket Assembly
2. Reclining Seat Back Center Hinge Bracket and Ratchet Assembly, Left
3. Reclining Seat Back Center Hinge Bracket and Ratchet Assembly, Right
4. Center Hinge Pin
5. Center Hinge Pin Washer
6. Cotter Key

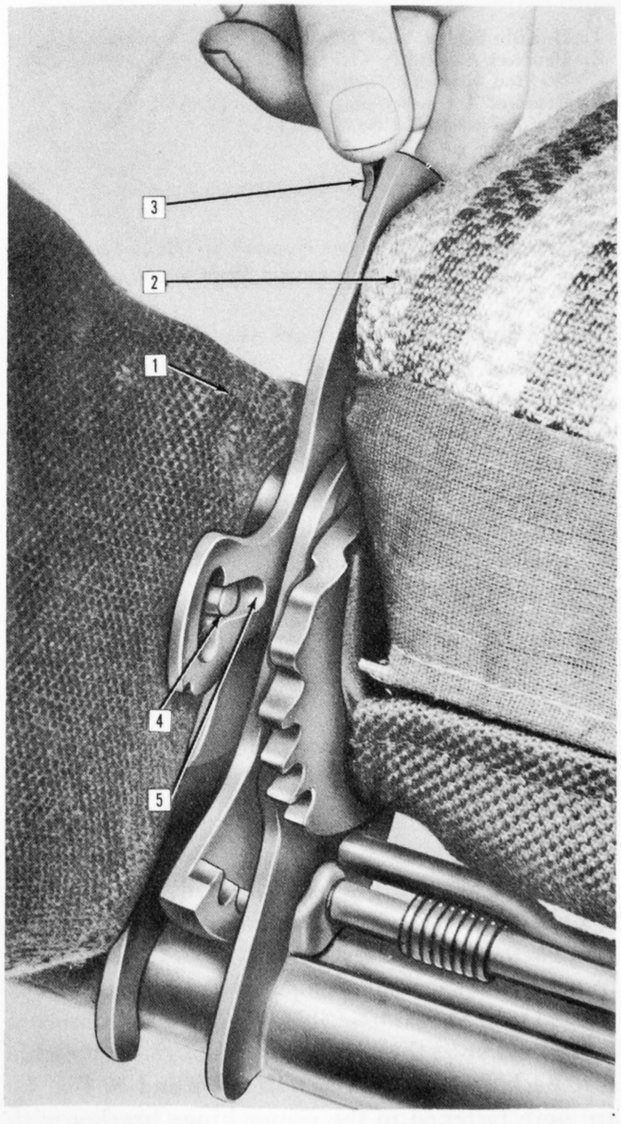
FIGURE 6—*Reclining Seat Back Mounting to Seat Bottom Frame Center Hinge Bracket.*

Remove center hinge pin.

The seat back to be removed must again be tilted to the forward position. To do this, lift up on the adjuster handle and raise the inside edge of the seat back to clear the sprockets, then tilt forward.

Lift seat back from forward position up to 45 degrees from vertical position (Item 1, Fig. 7). Hold ratchet end of hinge stop bracket as shown so the seat back stud will slide to bottom of T slot when the seat back is raised.

Now lift ratchet end of hinge stop bracket which will cause the seat back stud to disengage from the T slot in the bracket to the inside edge of the bracket.

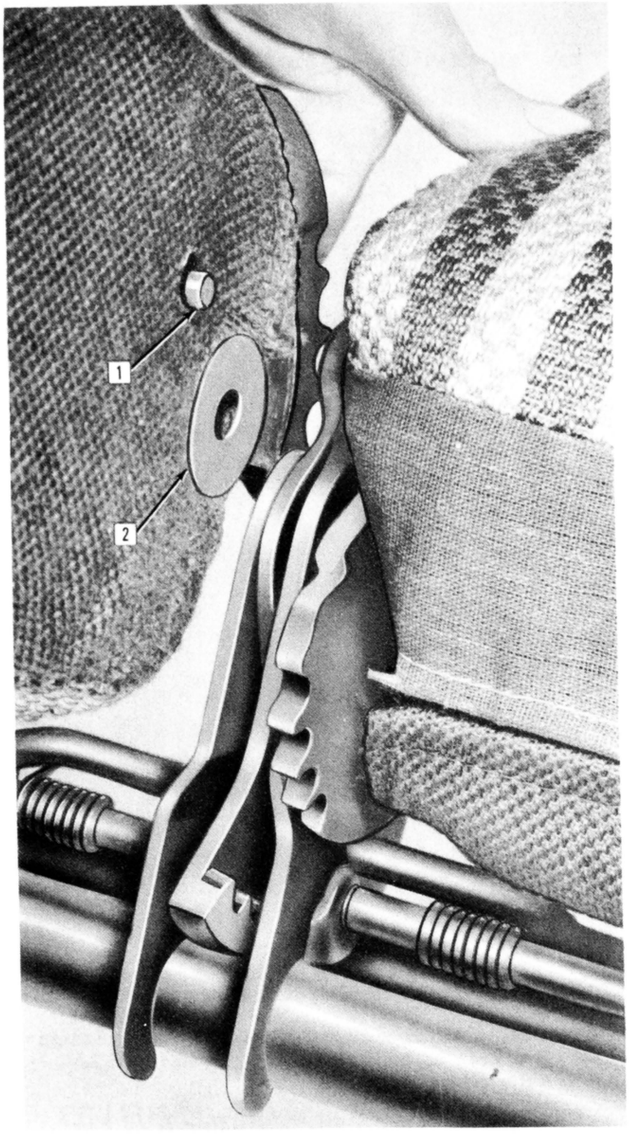


1. Right Seat Back Tilted Forward 45 Degrees from Vertical Position
2. Left Seat Back Reclined to Horizontal Position
3. Ratchet End of Right Hinge Stop Bracket in Raised Position
4. Seat Back Stud
5. T Slot in Hinge Stop Bracket Ratchet (Right)

FIGURE 7—*Removing Reclining Seat Back From Seat Bottom Frame Center Hinge.*

SEAT ASSEMBLIES AND ADJUSTERS
("Rambler" Series)

Lift the inside edge of seat back from seat bottom frame center hinge, Figure 8.



1. Seat Back Stud
2. Fibre Washer

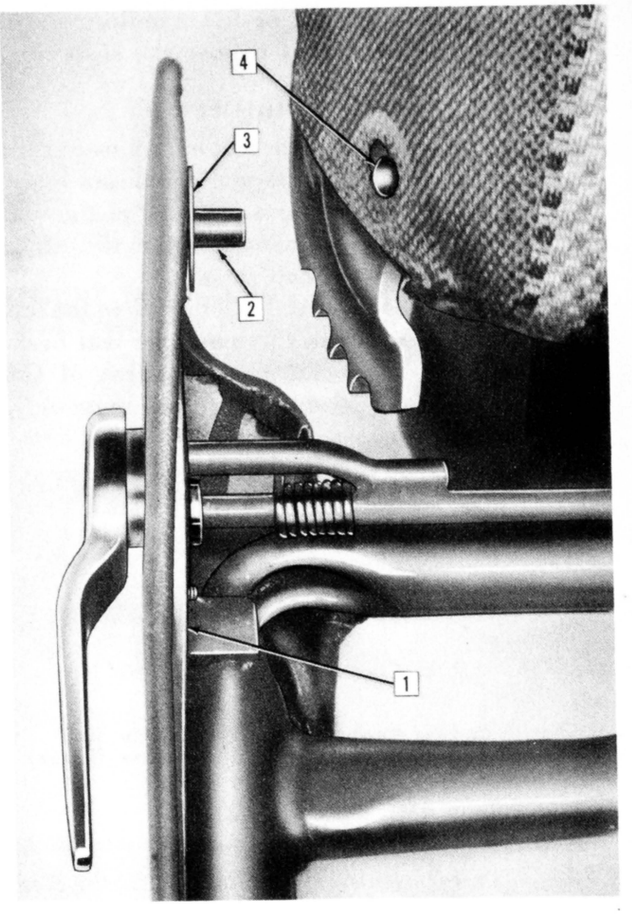
FIGURE 8—*Lifting Inside Edge of Seat Back From Seat Bottom Frame Center Hinge.*

Then move the complete seat back inward and toward center of seat to release the seat back outer bracket from the seat bottom frame side wing hinge pin, Figure 9.

RECLINING SEAT BACK ADJUSTER ASSEMBLY

Reclining Seat Back Handle

The reclining seat back handle (Item 1, Fig. 4) is inserted over the forked ends of the adjuster rod from the outside of the seat side wing, through to the inside of the seat bottom frame outer bracket assembly, and is retained by a snap ring (Fig. 10).



1. Seat Bottom Frame Bracket Assembly Outer (Right) Welded to Seat Bottom Frame
2. Hinge Pin Welded to Bracket
3. Fibre Washer
4. Socket in Seat Back Outer Hinge Bracket Assembly (Right)

FIGURE 9—*Removing Outer Side of Seat Back From Seat Bottom Frame Outer Hinge Pin.*

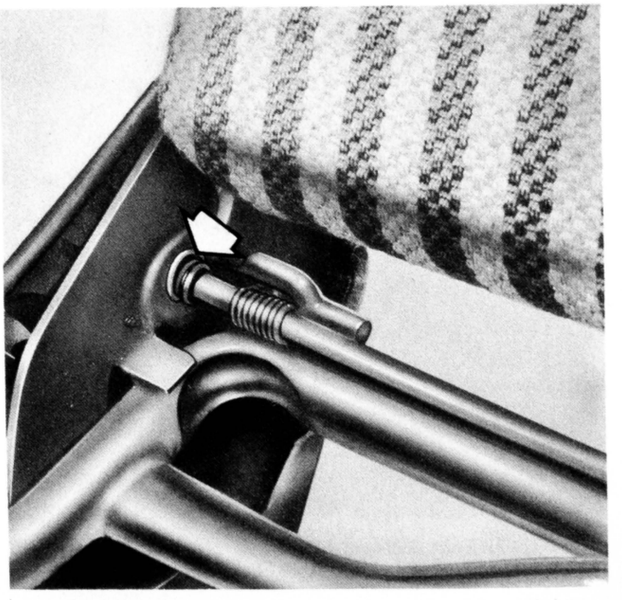


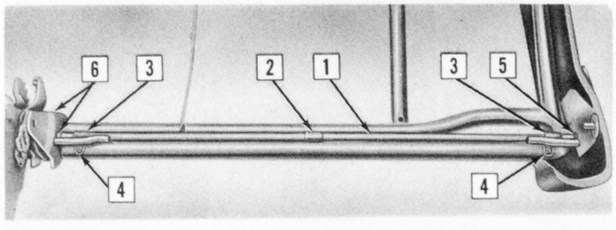
FIGURE 10—*Reclining Seat Handle Retaining Snap Ring.*

To remove either right or left handle, remove the front seat cushion and remove the snap ring.

Reclining Seat Back Adjuster Rod

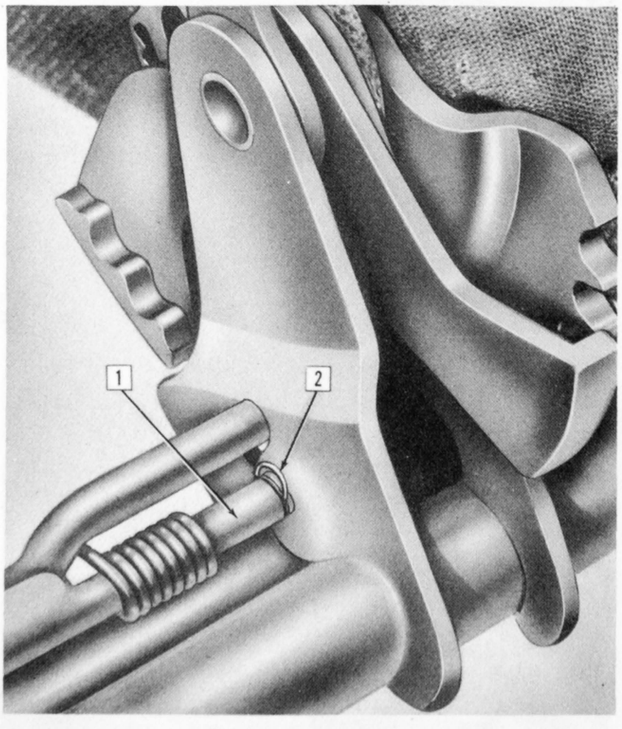
The reclining seat back right and left adjuster rods are mounted to the seat bottom frame assembly. They are retained on the outside edge of the seat by the reclining seat back handles and to the center hinge assembly by two snap rings.

The right side adjuster rod is longer than the left due to the extra width in the passenger seat back. Each adjuster rod operates independent of the other, and either rod can be removed separately.



1. Reclining Seat Back Adjuster Rod (Right Side)
2. Adjuster Rod Support (Welded to Bottom Frame)
3. Adjuster Rod Springs
4. Adjuster Rod Spring Screws
5. Handle Retaining Snap Ring
6. Adjuster Rod Retaining Snap Rings at Center Hinge

FIGURE 11—*Reclining Seat Back Adjuster Rod Mounted to the Seat Base Assembly (Right Side Shown).*



1. Seat Adjuster Rod
2. Seat Adjuster Rod Inner Snap Ring

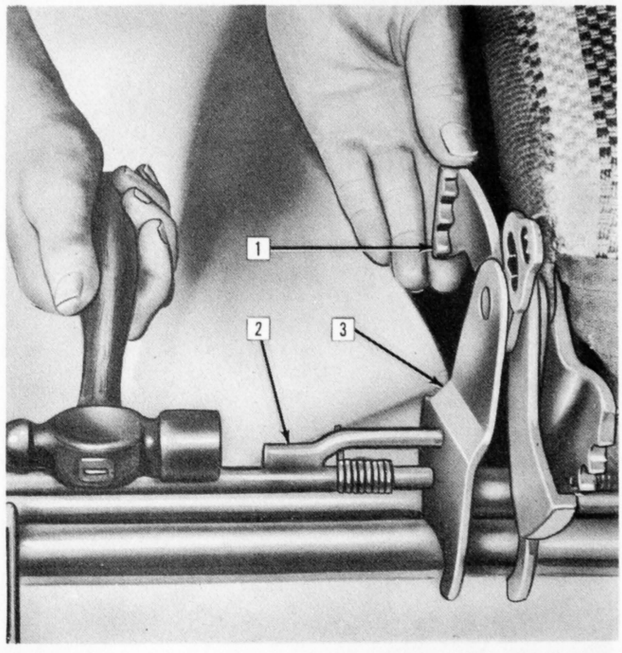
FIGURE 12—*Removing Seat Adjuster Rod Inner Snap Ring at Center Hinge.*

The adjuster rods can be removed from the seat bottom frame without removing the seat back assembly.

Seat Adjuster Rod Removal

Remove handle, adjuster rod spring screws, and adjuster rod inner snap ring (Figs. 11 and 12).

Hold ratchet end of hinge stop bracket in raised position (Item 1, Fig. 13) and tap adjuster rod to center of center hinge about ½ inch.



1. Holding Ratchet End of Hinge Stop in Raised Position
2. Tapping Adjuster Rod to Center of Center Hinge Bracket
3. Center Hinge Bracket

FIGURE 13—*Moving Adjuster Rod For Removal of Outer Snap Ring.*

Remove the outer snap ring (Fig. 14).

Tap adjuster rod toward outer seat side wing until inner ends of adjuster rod are removed from center hinge bracket (Fig. 15).

Remove adjuster rod from seat bottom frame outer bracket (Fig. 16).

Reclining Seat Bottom Frame Center Hinge Assembly

The reclining seat bottom center hinge assembly includes the right and left hinge brackets, right and left stop brackets with two washers, all joined together at the top with a spacer which is peened over at each end (Figs. 17 and 18).

The bottom of this assembly is welded to the seat bottom frame.

SEAT ASSEMBLIES AND ADJUSTERS
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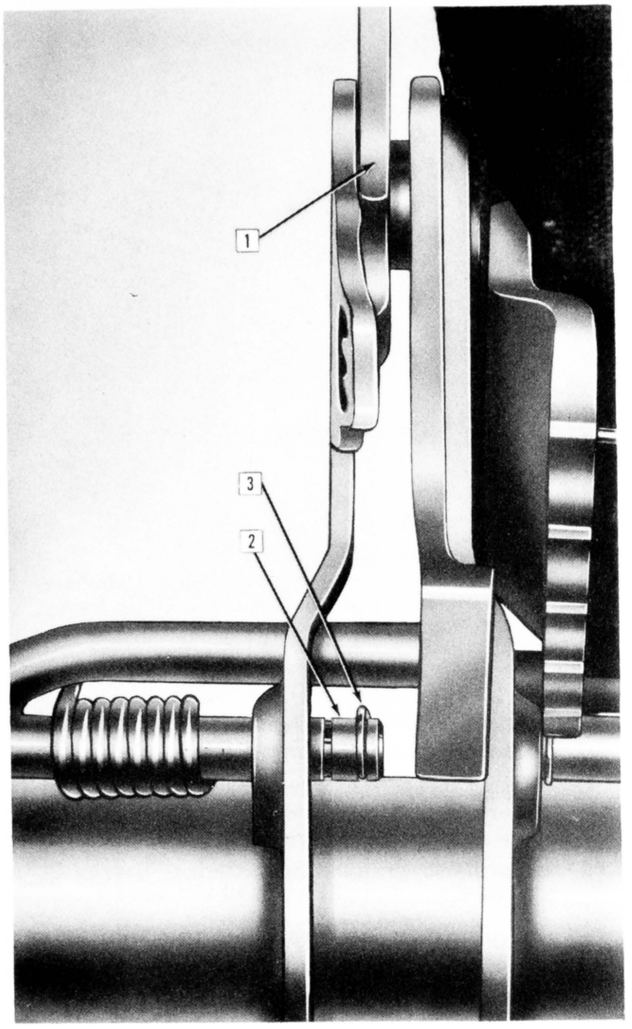
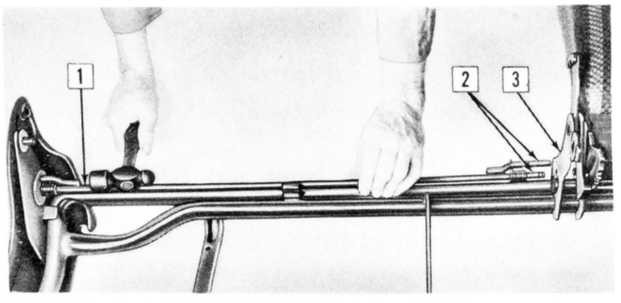


1. Hinge Stop Bracket in Raised Position
2. Adjuster Rod Moved ½ Inch to Center of Center Hinge
3. Outer Snap Ring Extended from Outer Groove in Adjuster Rod

FIGURE 14—*Adjuster Rod Moved ½" to Center Hinge For Removal of Outer Snap Ring.*



1. Tapping Adjuster Rod Toward Outer Side Wing About 1 Inch
2. Ends of Adjuster Rod Removed from Center Hinge
3. Center Hinge

FIGURE 15—*Moving Reclining Seat Back Adjuster Rod From Center Hinge Bracket.*

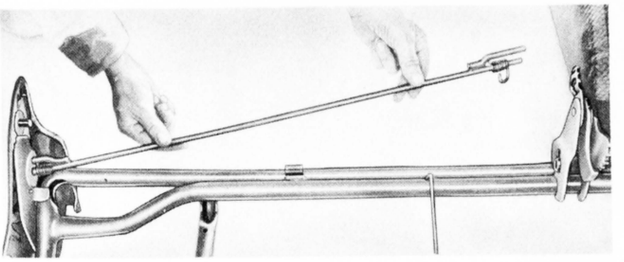
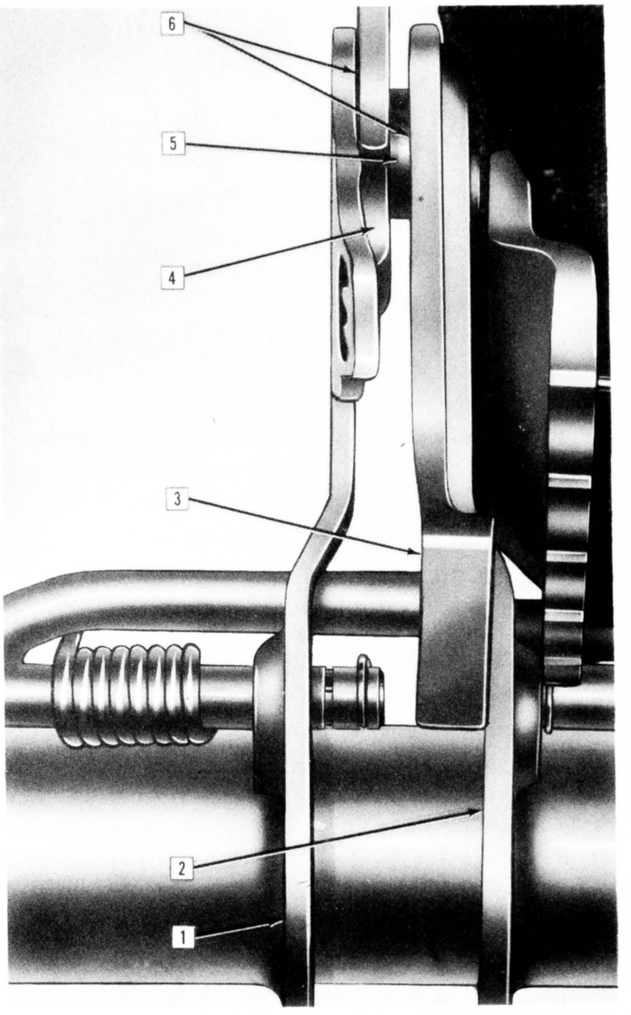


FIGURE 16—*Removing Reclining Seat Adjuster Rod From Seat Bottom Frame Outer Bracket.*



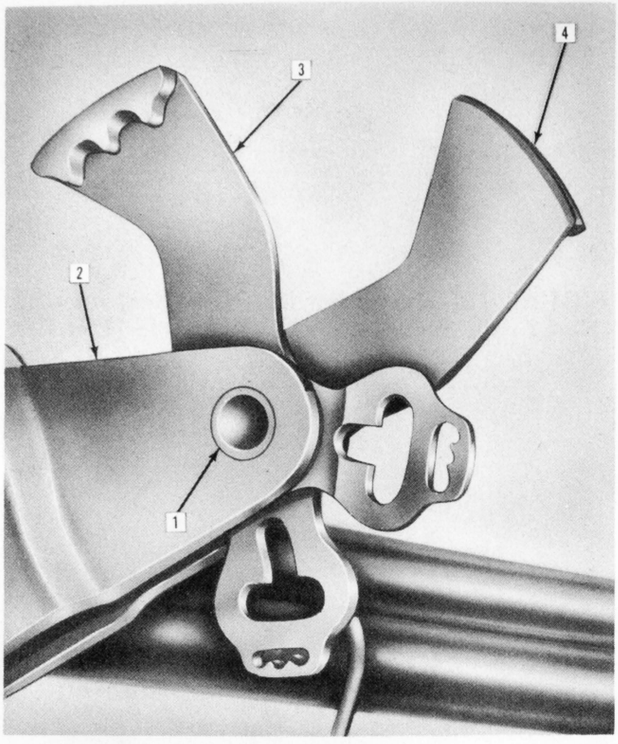
1. Hinge Bracket, Right, Welded to Seat Frame
2. Hinge Bracket, Left, Welded to Seat Frame
3. Hinge Stop Bracket, Left
4. Hinge Stop Bracket, Right
5. Hinge Spacer
6. Hinge Spacer Washers

FIGURE 17—*Reclining Seat Bottom Frame Center Hinge Assembly.*

Removal of Center Hinge Spacer and Stop Brackets

Remove right and left seat back assemblies.

Carefully drill out peened over ends of spacer (Item 1, Fig. 18) and spread top of brackets so spacer and center hinge stops can be removed.



1. Spacer End Peened Over into Recess of Center Hinge Bracket
2. Center Hinge Bracket
3. Center Hinge Stop, Right
4. Center Hinge Stop, Left

FIGURE 18—*Reclining Seat Bottom Frame Center Hinge Spacer.*

Reassembly of Spacer in Center Hinge

When the new spacer is installed in the center hinge, care should be exercised in peening each end of spacer into recess of hinge bracket, so that it will hold this assembly together securely. The hole in this spacer must not be distorted as the center hinge pin shown (Item 4, Fig. 6) is inserted through the spacer to fasten the seat backs to the center hinge.

FRONT SEAT BACK UPHOLSTERY ASSEMBLY AND SPRING

Front Seat Back Upholstery Assembly

The upholstery on the back of the front seat back is referred to as the front seat kick pad.

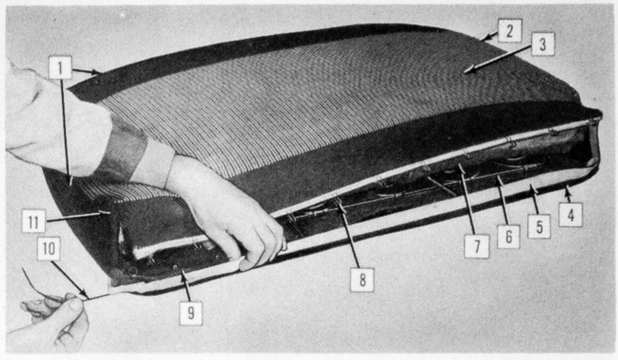
The upholstery on the front of the front seat back is referred to as the front seat back upholstery.

The upholstery on the top and ends of the seat back, which is sewed to the kick pad and front seat back, is in two sections:

Front seat back top and outside facing (Fig. 19).

Front seat back inside facing (Fig. 19).

The front seat back upholstery, kick pad and facings are sewed together to form the front seat back upholstery assembly.



1. Top and Outside Facing
2. Inside Facing
3. Upholstery
4. Kick Pad
5. Kick Pad Listing
6. Springs
7. Front Seat Back Pad
8. Hook on Listing Sewed to Seat Back Upholstery
9. Clips on Seat Back Frame for Fastening Kick Pad Facing
10. Front Seat Back Kick Pad Fastening Wire
11. Upholstery Over Seat Back Outside Hinge Socket

FIGURE 19—*Front Seat Back Upholstery Assembly and Springs (Right Folding Seat Back Shown).*

This assembly is removed from and installed on the seat back frames and spring assembly as one unit.

The upholstery assembly on the folding seat backs are not interchangeable with the upholstery assembly on the reclining seat backs. The removal and installation procedure, however, is the same after the seat backs are removed from the seat bottom frame.

The folding seat back upholstery has one fastening wire (Item 10, Fig. 19) in the kick pad which is fastened to clips on the seat back frame (Item 9, Fig. 19).

The reclining seat back upholstery has two fastening wires which are fastened together with hog rings.

Front Seat Back Upholstery Removal

Remove front seat back assembly from seat bottom frame.

Remove hooks on front seat back upholstery from spring border wire (Fig. 19).

Remove kick pad listing and wire from clips on seat back frame.

Remove fastening wire from kick pad listing.

Lift upholstery over seat back outside hinge socket.

Fold upholstery assembly and remove as a unit from top of front seat back frame and spring assembly, holding cotton pad to prevent tearing pad (Fig. 20).

SEAT ASSEMBLIES AND ADJUSTERS
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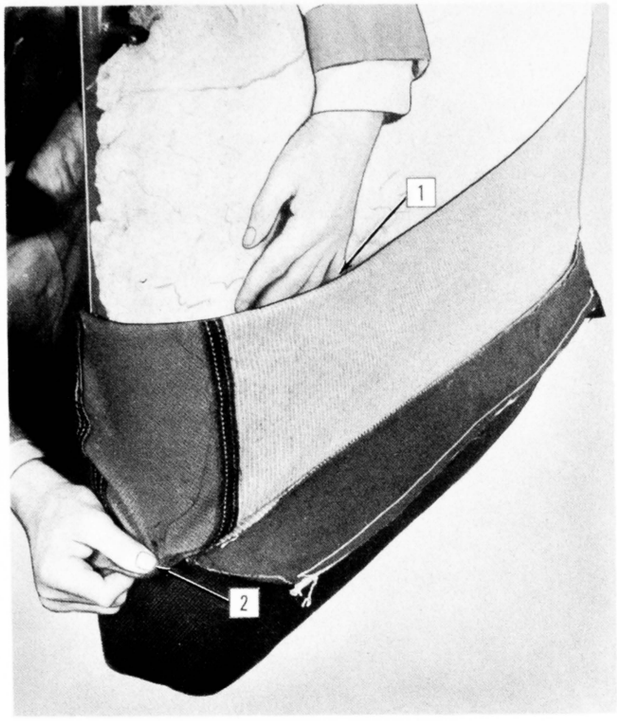
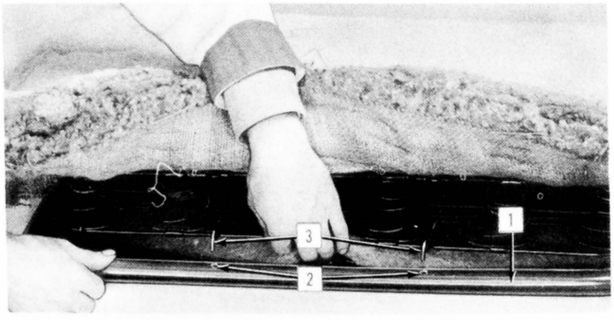


1. Holding Pad Assembly
2. Folding Upholstery Assembly for Removal from Top of Seat Back Frame and Spring Assembly

FIGURE 20—*Removing Upholstery Assembly From Front Seat Back Frame and Spring Assembly.*

Removing Front Seat Spring and Pad Assembly From Seat Back Frame

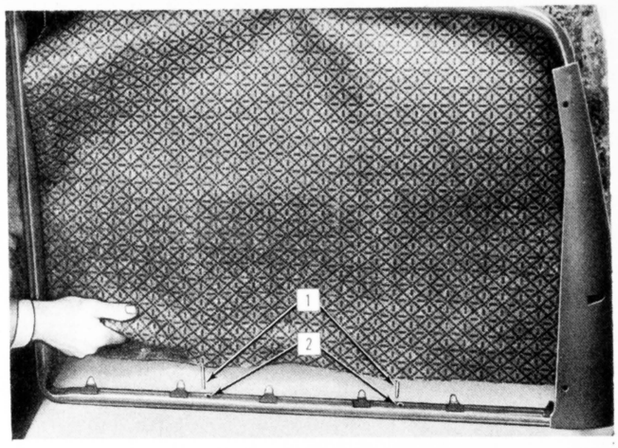
Remove the seat back upholstery and lift seat back spring supports from hooks in top and inside tubing of seat baek frame.



1. Seat Back Top Rail
2. Holes in Seat Back Top Rail for Spring Supports
3. Spring Supports

FIGURE 21—*Removing Front Seat Back Spring and Pad Assembly From Front Seat Back Frame.*

Lift spring assembly from bottom of seat back tubing, releasing spring bottom supports.



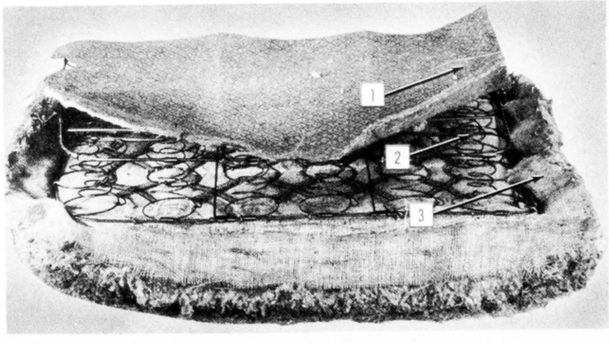
1. Seat Back Spring Bottom Supports
2. Holes in Seat Back Frame Bottom Tubing

FIGURE 22—*Lifting Seat Back Spring Assembly From Seat Back Frame, Releasing Spring Supports From Bottom of Seat Back Frame Tubing (Folding Seat Back Shown).*

Front Seat Back Spring, Pad and Insulation Assembly

As shown in Figure 23, the insulation on the back of the springs and the combination spring and topper pad are fastened to the spring assembly with hog rings.

These parts may be removed and reinstalled in the event of spring replacement, after the upholstery and the spring and pad assembly has been removed.



1. Insulation Back of Seat Back Spring
2. Seat Back Spring
3. Seat Back Spring and Topper Pad

FIGURE 23—*Front Seat Back Spring, Pad and Insulation Assembly.*

FRONT SEAT ADJUSTER

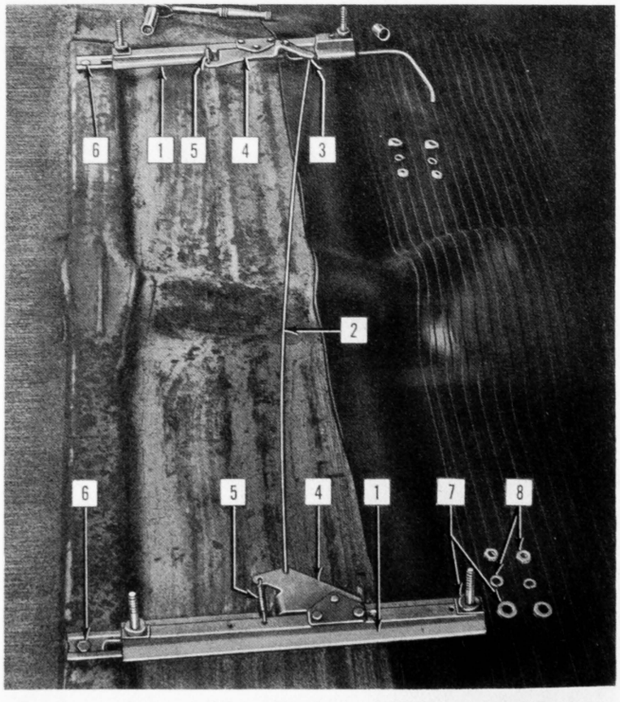
Each front seat adjuster slide has two pieces of channel steel specially formed to provide a race for ball bearings. The top channel is flanged over the bottom to form the union of the two channels

with the ball bearings between them. Sufficient compression is created on the ball bearings to produce constant tension, yet permitting the channels to operate in a sliding action on the ball bearings.

Each adjuster slide has its own latch. The seat may be locked on both sides in the full back position and about every half-inch to the full forward position—a distance of about four inches.

The control handle for releasing the seat latch is on the left adjuster slide. It is connected to the right adjuster slide latch by a latch wire. When properly adjusted, the latches on both adjuster slides operate simultaneously, eliminating movement of the seat.

A coil spring from the latch lock lever on each adjuster slide maintains constant pressure on the latch lock lever keeping it in a locked position on the seat adjuster slide, preventing any movement in the adjuster slide until the lock lever is released by the adjuster handle.



1. Seat Adjuster Slide, Right and Left
2. Latch Wire
3. Latch Wire Adjustement Nut
4. Latch Lock Lever on Adjuster Slides
5. Latch Lock Lever Springs on Adjuster Slides
6. Seat Adjuster to Floor Screw, Rear, Front Screws Not Visible
7. Concave Spacer Washers, Seat Adjuster to Seat Base
8. Nuts and Lock Washers, Seat Base to Adjuster Slide

FIGURE 24—*Front Seat Adjuster Assembly Mounted to Body Floor.*

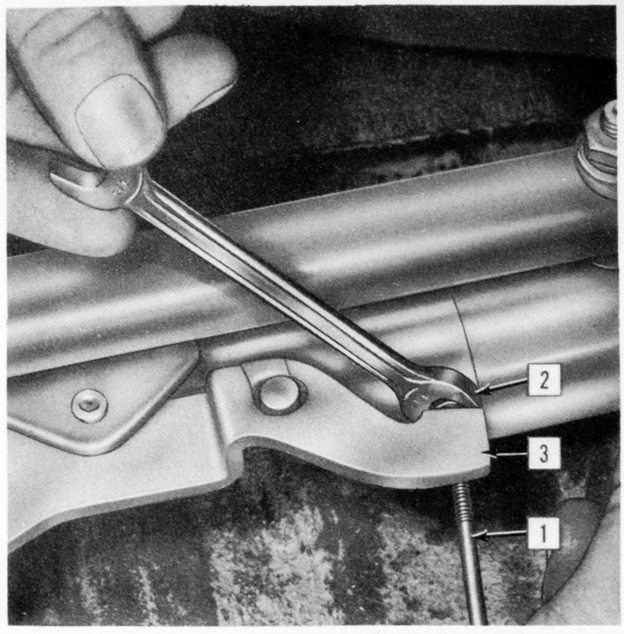
Removing Right or Left Adjuster Slide

After the front seat assembly has been removed from the adjuster slides, remove rear adjuster slide to floor screw.

Slide adjuster to rear and remove front adjuster slide to floor spacer screw.

Turn adjuster slide sideways and remove latch wire end from adjuster slide latch on right side.

On left side, remove latch wire adjusting nut (Item 2, Fig. 25).



1. Latch Wire
2. Adjusting Nut
3. Latch Lock Lever

FIGURE 25—*Adjusting Latch Wire on Left Adjuster Slide for Proper Operation of Lock Lever on Right Adjuster Slide.*

To Install Right Adjuster Slide

Turn adjuster slide sideways and install latch wire.

Install screws holding adjuster to floor.

Move both seat adjuster slides to the forward position with latch locked in place on each side.

Tighten latch nut.

Operate handle (on left side) to see if it will release latch on right side. If not, make closer adjustment (Fig. 25).

Install seat assembly.

Maintenance

The seat adjuster slides must be kept clean and lubricated for ease in adjusting the seat.

They are cleaned with gasoline, blown dry with an air hose, and lubricated with Lubriplate using a small brush.

REAR SEAT BACK ASSEMBLY

Convertible and Country Club

The rear seat back assembly is one unit for the complete width of the body. It consists of spring

SEAT ASSEMBLIES AND ADJUSTERS
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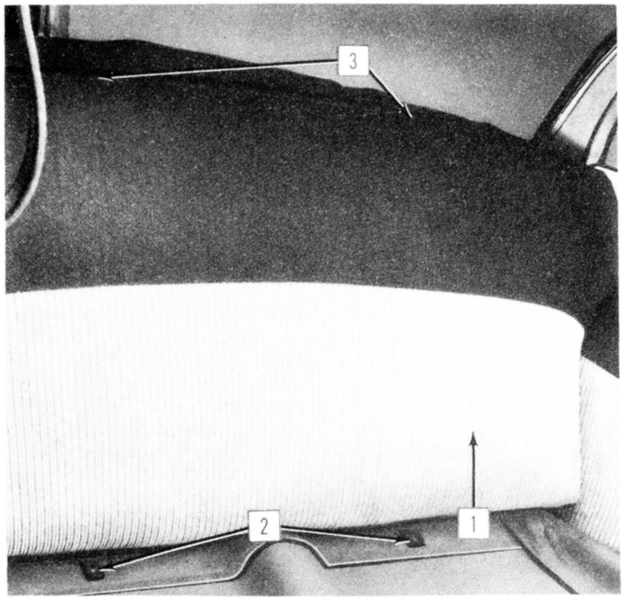


1. Rear Seat Back Assembly
2. Rear Seat Back Spring Supports Fastened to the Body Floor with Screws
3. Top of Seat Back Springs Supports Hooked on Clips Welded to Rear Seat Back Top Rail

FIGURE 26—*Rear Seat Back Assembly.*

assembly, combination spring and cotton topper pad, and upholstery.

The combination spring and cotton topper pad is fastened to the spring with hog rings, and the upholstery cover with hook-on listing, is hooked to the spring wire (Fig. 27).

Two spring supports clipped to the spring assembly of the rear seat back assembly have cutouts at the top which are hooked onto the clips welded to the rear seat back top rail. Then the bottom of these supports are fastened to the body floor with screws holding the seat back assembly to the body (Fig. 27).

Removal—Rear Seat Back Assembly

Remove rear seat cushion.

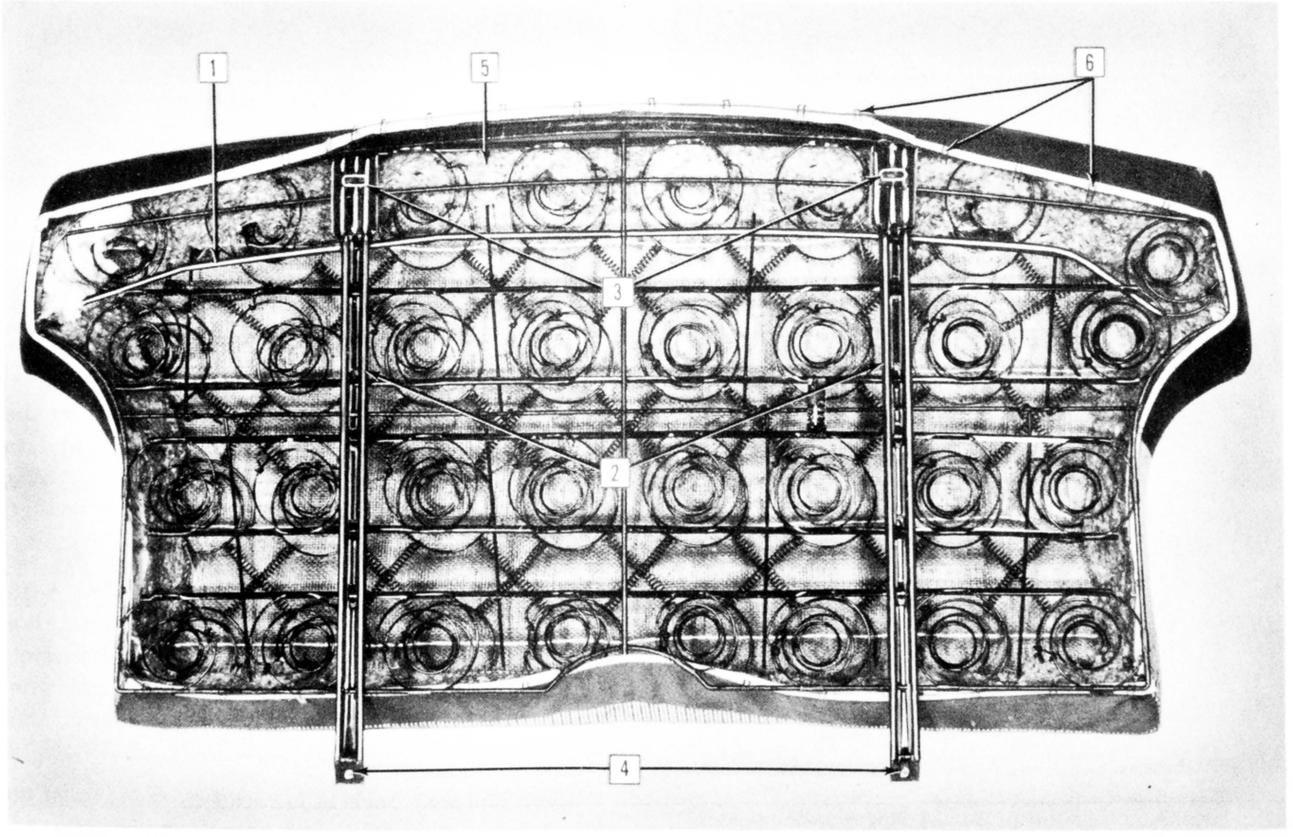
Remove two screws, bottom of seat back supports to body floor (Item 2, Fig. 26).

Lift seat back assembly up about two inches to release it from hooks on rear seat back top rail.

Rear Seat Back Upholstery Removal After Seat Back Removal

Unhook hook-on listing of upholstery from spring wire.

Lift upholstery from assembly.



1. Spring Assembly
2. Spring Supports (Part of Spring Assembly)
3. Cutouts in Spring Supports for Hooking Assembly on Rear Seat Back Top Rail
4. Holes in Spring Supports for Fastening Assembly to Body Floor
5. Combination Spring and Cotton Topper Pad
6. Upholstery with Hook-On Listing, Hooked to Spring Wire

FIGURE 27—*Rear Seat Back Assembly.*

Rear Seat Back Spring Assembly Removal After Upholstery Removal

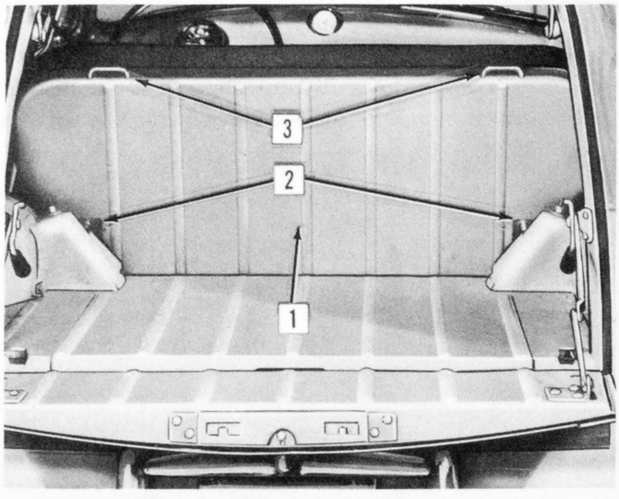
Remove combination spring and cotton topper pad (cut hog rings holding pad to springs).

REAR SEAT BACK ASSEMBLY

Station Wagon

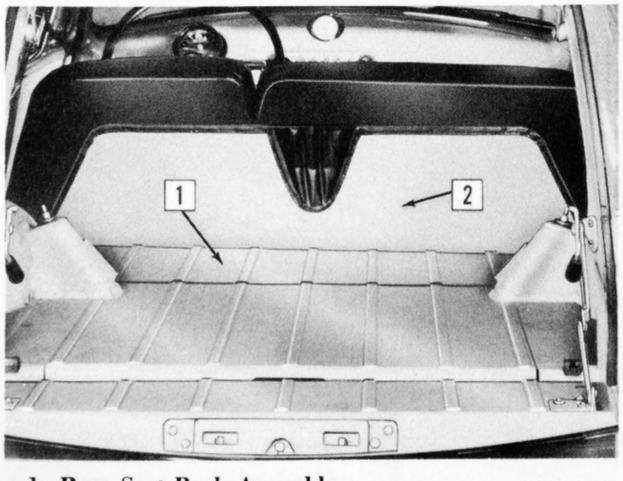
The rear seat back assembly consists of the rear seat back pan assembly, rear seat back upholstery, spring and pad assembly.

The complete assembly is set into brackets on the side quarter panel which permits folding the seat back forward to serve as additional floor space and instant removal by merely lifting the assembly upward.



1. Rear Seat Back Assembly
2. Rear Seat Back Footman Loop Lower
3. Rear Seat Back Footman Loop Upper

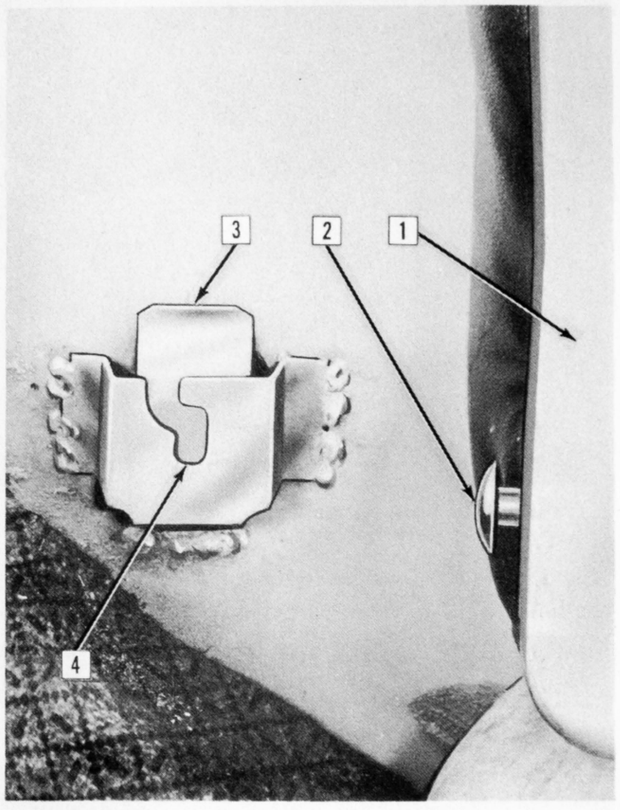
FIGURE 28—*Rear Seat Back Assembly "Rambler" Station Wagon.*



1. Rear Seat Back Assembly
2. Rear Seat Cushion in Raised Position—Supporting Front Edge of Seat Back

FIGURE 29—*Rear Seat Back Assembly Folded to Forward Position For Additional Floor Space.*

A support screw is installed at each lower end of the seat back pan assembly (Item 2, Fig. 30). When the seat back is set into the body this support screw



1. Rear Seat Back Pan Assembly
2. Rear Seat Back Support Screw
3. Rear Seat Back Support Bracket (Welded to Side Quarter)
4. Cutout in Support Bracket

FIGURE 30—*Rear Seat Back Mounting to Side Quarter "Rambler" Station Wagon Models.*

head is dropped into the slot of the support bracket which is welded to the side quarter panel.

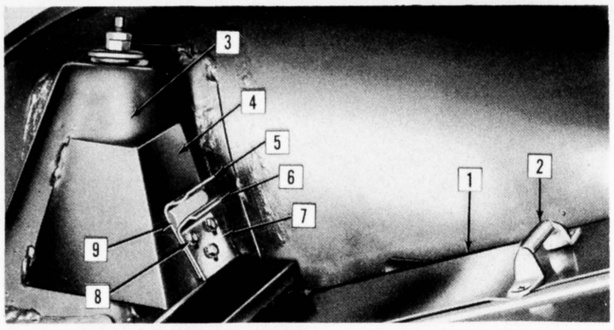
The seat back is held in a raised position by the lower footman loop (Item 2, Fig. 31) screwed to the seat back pan (Item 1) engaging the retaining clips located on the stop bracket which is welded to the shock absorber tower.

The retaining clip assembly is provided with adjustment features, whereby the lower retaining clip can be moved up or down to obtain the proper spacing and spring tension of the clips to hold the footman loop secure, when the seat back is in the raised position.

When the seat back is lowered to provide additional floor space, the rear seat cushion must be raised as shown (Item 2, Figure 29).

To support the front edge of the seat back in the lowered position, the upper footman loops must

SEAT ASSEMBLIES AND ADJUSTERS
("Rambler" Series)



1. Rear Seat Back Pan Assembly
2. Rear Seat Back Footman Loop—Lower
3. Shock Absorber Tower
4. Rear Seat Back Stop Bracket (Welded to Shock Tower
5. Footman Loop Retaining Clip—Upper
6. Footman Loop Retaining Clip—Lower
7. Footman Loop Retaining Clip Fastening Plate
8. Footman Loop Retaining Clip Fastening Screws
9. Footman Loop Anti-Rattle Pad Rubber

FIGURE 31—*Rear Seat Back Fastening Footman Loop Retaining Clip "Rambler" Station Wagon Models.*

be installed into footman loop retainers bolted to the bottom of the rear seat cushion (Fig. 32).

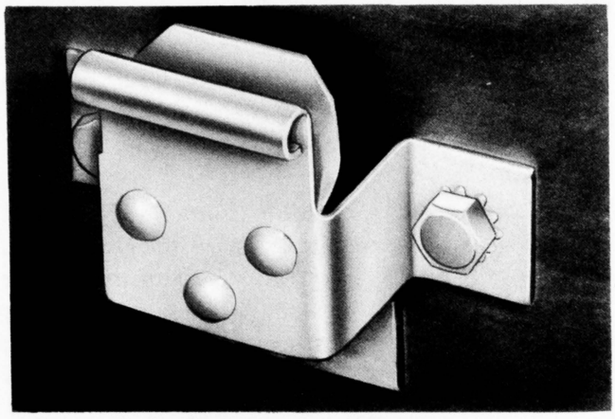


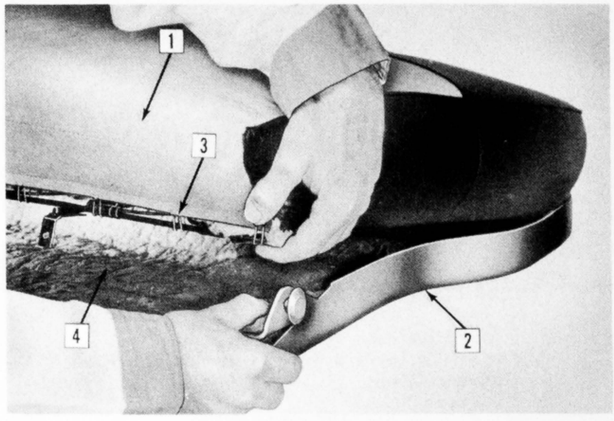
FIGURE 32—*Rear Seat Back Footman Loop Retainer Bolted to Bottom of Rear Seat Cushion Frame "Rambler" Station Wagon.*

Rear Seat Back Upholstery and Spring Assembly

The rear seat back upholstery and spring assembly is retained into the seat back pan assembly by two screws at the bottom (Item 3, Fig. 33). The top of spring assembly is inserted under the upper rolled edge of the pan assembly.

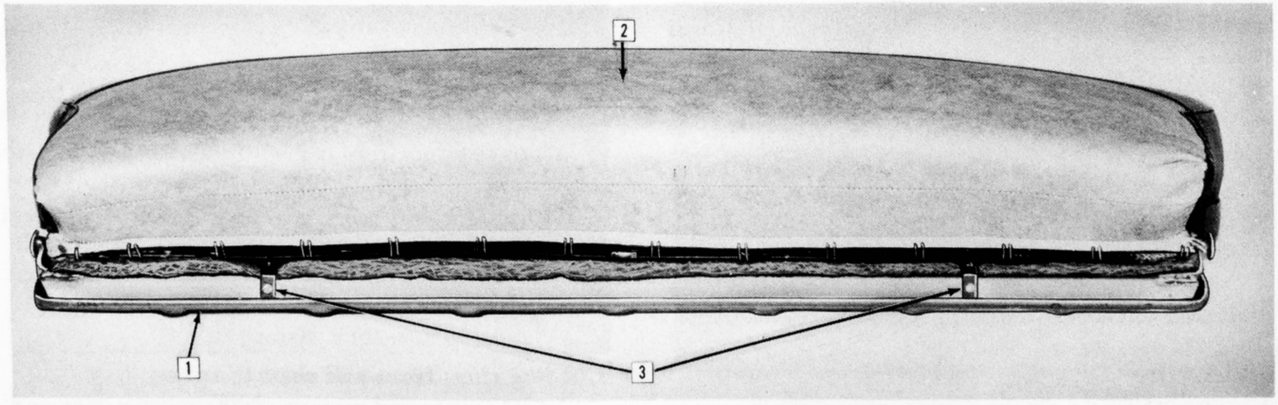
Removal of Rear Seat Back Upholstery And Spring Assembly

To remove the upholstery and spring assembly, the spring retaining screws must be removed (Item 3, Fig. 33). Then the bottom of the spring assembly can be raised so the top edge of the springs can be released from the top rolled edge of the pan assembly. Care should be exercised not to damage the sheet cotton insulator on the pan assembly when springs are removed (Item 4, Fig. 34).



1. Upholstery and Spring Assembly Raised at Bottom Edge for Removal from Top of Pan Assembly
2. Pan Assembly
3. Upholstery Hooked to Spring Border Wire
4. Sheet Cotton Insulator

FIGURE 34—*Removing Rear Seat Back Upholstery and Spring Assembly From Seat Pan Assembly "Rambler" Station Wagon.*



1. Rear Seat Back Pan Assembly
2. Rear Seat Back Upholstery and Spring Assembly
3. Rear Seat Back Upholstery and Spring Assembly Fastening Screws

FIGURE 33—*Rear Seat Back Assembly "Rambler" Station Wagon.*

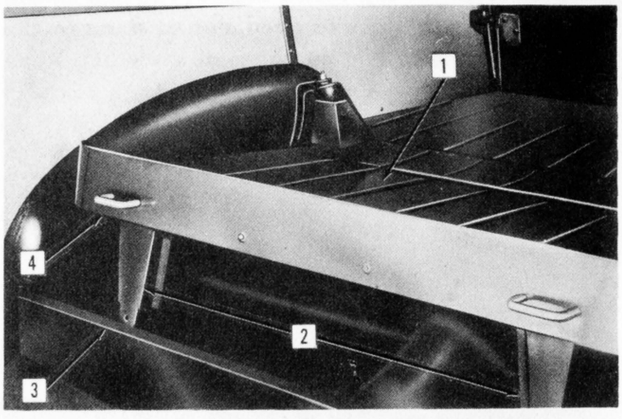
The upholstery assembly has a hook on listing which is hooked to the spring border wire (Item 3, Fig. 34), and can only be removed after the complete assembly is removed from the pan assembly.

The combination spring pad and cotton topper pad is fastened to the springs with hog rings.

REAR SEAT BACK PAN ASSEMBLY

Deliveryman

The Deliveryman Model is designed to serve the purpose its name implies. Therefore, the rear seat cushion assembly, rear seat back upholstery, and spring assembly with Footman loops and retainers are omitted.



1. Front Platform (Rear Seat Back Pan)
2. Front Platform Supports to Cushion Riser
3. Cushion Riser
4. Platform Stop

FIGURE 35—*Front Platform "Rambler" Deliveryman*

The rear seat back pan assembly is used as additional floor space, it is fastened in a horizontal position by adding supports which fasten to the front rolled edge of the seat back pan and to the cushion riser making it a platform (Fig. 35).

To prevent articles carried on this platform contacting the back of the front seat backs, a platform stop is fastened to the front edge. This stop is across the complete front edge of the platform and extends upward about 2½" (Item 4, Fig. 35).

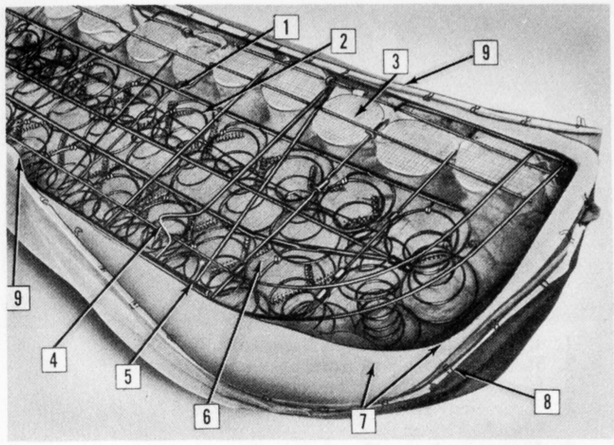
SEAT CUSHIONS

Types of Cushion Springs

Front and rear seat cushions have semi-luxury springs, which have three rows of coils; the rear row of coils are encased (Fig. 36).

Pad Grille

A pad grille is installed on both front and rear seat cushion springs where foam pads are used (Item 6, Fig. 36). The pad grille is a series of wires interwoven into a burlap covering. It is fastened to the top of the springs with hog rings forming a spring pad grille which prevents possible sagging of the cushion pad between the spring coils.



1. Front Seat Cushion Spring
2. Conventional Coils
3. Semi-luxury Encased Coils
4. Cushion Stop
5. Diagonal Brace Wires
6. Pad Grille
7. Pad and Pad Skirt (Foam Pad Shown)
8. Uphostery with Hook-on Listing
9. Upholstery Hooked to Spring Wire

FIGURE 36—*Removing and Installing Front Seat Cushion Upholstery.*

Types of Pads

The cotton pads are a combination of a spring pad with grille and cotton topper pad stitched together. The spring pad has a burlap base and the topper pad has a cloth covering. The two pads, being stitched together and hog ringed to the spring border wire, provide a good base and a smooth surface for the upholstery.

On latex foam pad cushions, the spring pad with grille is fastened to the springs with hog rings before the latex foam pad is installed.

On cotton pad cushions, the spring grille pad is a part of the cotton pad.

Upholstery Removal All Seat Cushions Except Rear Seat Station Wagon Models

Remove cushion from car and place on clean cloth or bench.

Unhook upholstery cover from springs and remove.

Cushion Spring Removal Procedure—After Upholstery Removal

Cut hog rings from pad skirt to spring.

Cut hog rings and remove spring border wire pad.

Cut hog rings and remove spring pad grille.

NOTE: *When installing new springs, inspect and tighten all coil and diagonal brace wire*

SEAT ASSEMBLIES AND ADJUSTERS
("Rambler" Series)

clips. If necessary, install "C" clips over diagonal brace wire ends and border wires. Rough handling of springs in shipment for service replacement often loosens the clips causing failure.

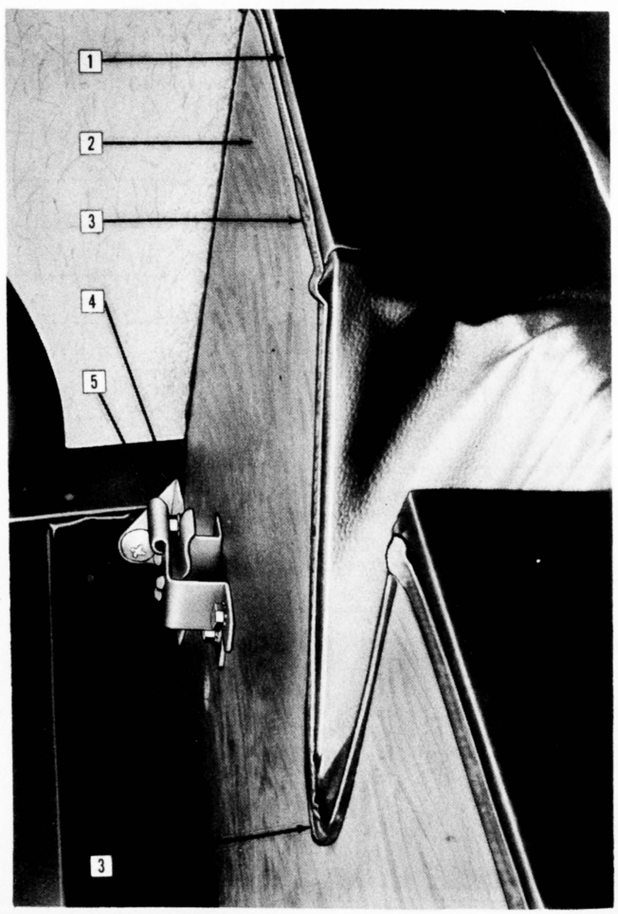
Installing Front Seat Cushions

The front seat cushion should be set on the seat back base, then pushed back into place by applying pressure on the bottom rail.

CAUTION: *Do not apply pressure or pound on the top front border. This will loosen the diagonal brace wire anchorage, causing the front edge to collapse and the end of the diagonal brace wire to damage the pad and upholstery.*

Installing Rear Seat Cushions in Car Convertible and Country Club

Place the cushion stops on the inside edge of the cushion support, then push the back of the cushion down.



1. Rear Seat Cushion Assembly
2. Wood Frame
3. Upholstery Tacked to Wood Frame
4. Hinge Bracket to Body
5. Rear Seat Back Footman Loop Retainer

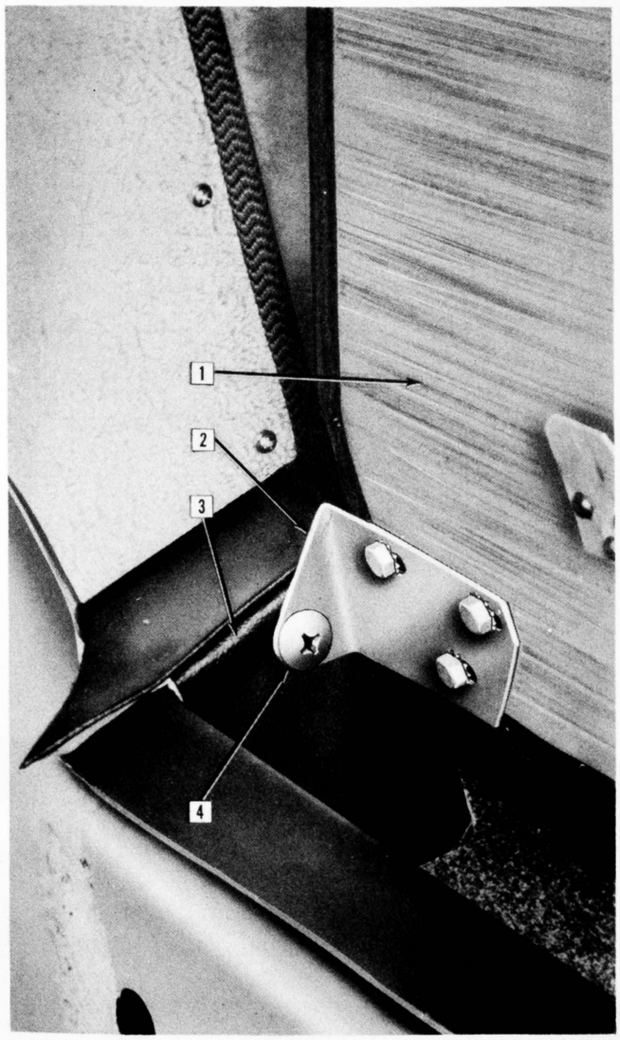
FIGURE 37—*Rear Seat Cushion Folded Forward "Rambler" Station Wagon.*

CAUTION: *Do not apply pressure or pound on the top front border. This will loosen the diagonal brace wire anchorage, causing the front edge to collapse and the end of the diagonal brace wire to damage the pad and upholstery.*

Rear Seat Cushion Assembly All "Rambler" Station Wagon Models Except the Deliveryman

The rear seat cushion spring and pad assembly is mounted to the veneer cushion frame (Item 2, Fig. 37). The upholstery is tacked to the bottom of the cushion frame (Item 3) and the complete cushion assembly is hinged to the body (Item 4).

The Station Wagon complete rear seat cushion assembly is removed from the body by removing the cushion hinge shoulder bolts as shown (Item 4, Fig. 38).



1. Rear Seat Cushion Frame (Wood)
2. Rear Seat Cushion Hinge (Left) Shown
3. Support Assembly (Welded to Body)
4. Rear Seat Cushion Hinge Shoulder Bolt

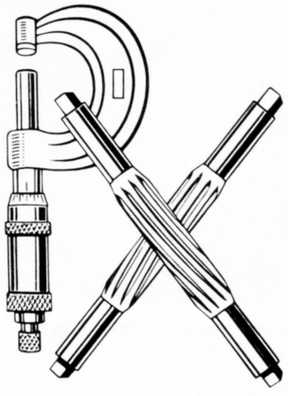
FIGURE 38—*Rear Seat Cushion Hinge to Body (Left Side Shown).*

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

Nash

TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

DOME LIGHT— HEADLINING—GRAINING— BODY MAINTENANCE

DOME LIGHT 2

HEADLINING REMOVAL (COUNTRY CLUB) 2

INSTALLATION 3

HEADLINING REMOVAL (STATION WAGON) 4

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DOME LIGHT - HEADLINING - GRAINING - BODY MAINTENANCE

DOMELIGHT–HEADLINING–GRAINING–BODY MAINTENANCE

("RAMBLER" SERIES)

DOME LIGHT

The dome light consists of two assemblies, the light base and the lens.

The light base assembly consists of the base reflector and bulb socket. The lens assembly consists of the glass lens mounted into a chrome frame.

The lens chrome frame has four prongs on the inner flange. These prongs fit over four convex projections in the base, under spring tension, which holds the lens to the base.

The base is set into and fastened to the dome light support by sheet metal screws.

The dome light is mounted in the center of the roof above the rear window on the Country Club Model. It is operated by plunger type switches in the front body pillar. It can also be operated when the doors are closed by a toggle switch located on the bottom of the instrument panel to the left of the steering column.

On the Station Wagon Models, the dome light is mounted in the center and above the lift gate. It can be operated by the toggle switch located on the bottom edge of the instrument panel to the left of the steering column or by a slide switch located on the right body lock pillar.

Removal Procedure

Insert a putty knife between headlining and lens chrome frame about one-half inch, then pry frame and glass down and out of the base (Fig. 1). This will expose the dome light base fastening screws.

NOTE: *Do not remove glass lens from chrome frame.*

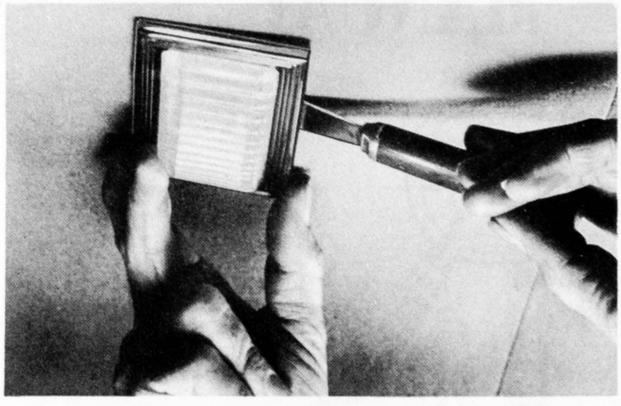
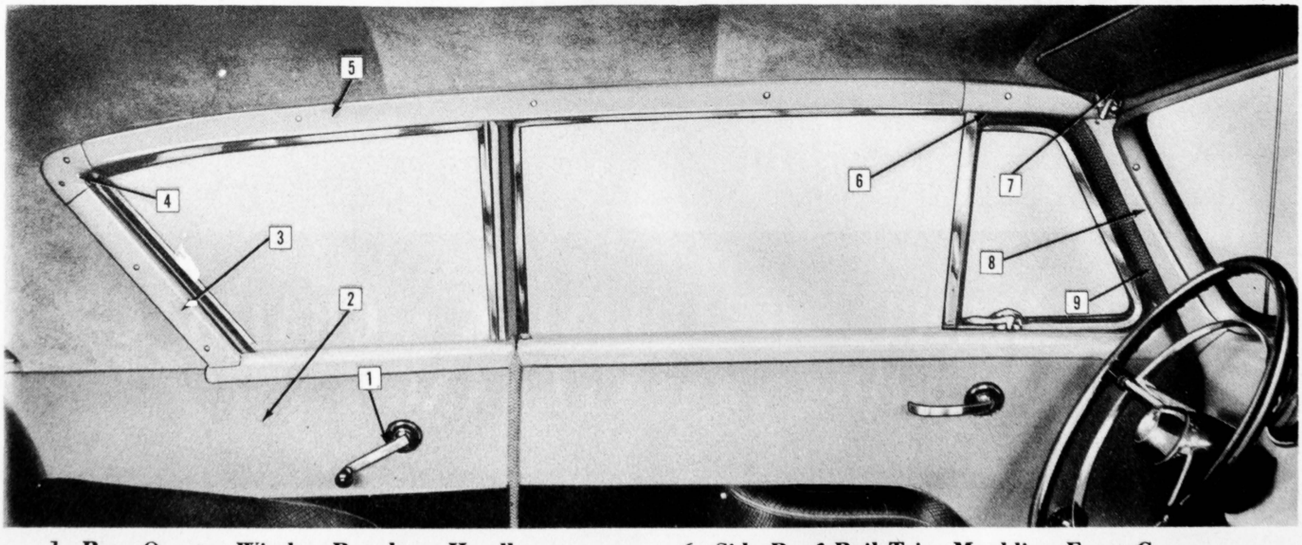


FIGURE 1—*Removing Dome Light Lens and Frame.*

HEADLINING REMOVAL

Country Club

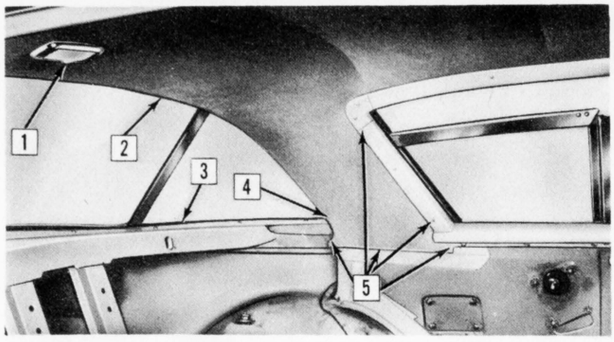
Remove the rear seat back and cushion assembly. Then remove all items illustrated in Figure 2 and 3.



1. Rear Quarter Window Regulator Handle
2. Rear Quarter Trim Panel and Side Arm Assembly
3. Rear Quarter Window Trim Moulding
4. Side Roof Rail Trim Moulding Rear Cover
5. Side Roof Rail Trim Moulding
6. Side Roof Rail Trim Moulding Front Cover
7. Sun Visor
8. Windshield Finish Moulding (Rear View Mirror Included)
9. Front Body Pillar Trim Panel (Metal)

FIGURE 2—*Parts to be Removed (Front and Sides for Headlining Removal).*

DOMELIGHT — HEADLINING — GRAINING — BODY MAINTENANCE
("Rambler" Series)



1. Dome Light
2. Rear Window Upper Finish Moulding (Left Shown)
3. Rear Window Lower Finish Moulding (Left Shown)
4. Rear Window Finish Moulding Lower Corner Filler Rubber (Left)
5. Headlining Cemented to Rear Quarter Regulator Panel and Pillar

FIGURE 3—*Trim Parts to be Removed (Rear).*

Pull the headlining loose along the side roof rail and around the rear window where it is cemented, also where it is cemented to the regulator panel and rear quarter pillar (Item 5, Fig. 3).

Pull the headlining loose at the windshield header. Push the headlining support listing wires toward the rear which will allow the arch to swing down.

Spring the end of each listing wire from the hole in the side roof rail (Fig. 4).

NOTE: *These listing wires are of different lengths and should be left in the headlining at time of removal. Where a new headlining is to be installed, the listing wires must be transferred to their correct positions.*

HEADLINING INSTALLATION

Country Club

Start at the rear of the body and insert the ends of the listing wire into the holes in the side roof rails with the arch down.

Swing the listing wire back and up against the roof and fasten the listing wire into the clip on the dome light bracket (Item 1, Fig. 4).

Then install the remaining listing wires.

Spread a good trim rubber cement on the upper rear window opening ledge and along the side roof rail.

Stretch the headlining forward and tack it to the windshield header tacking strip.

Stretch the headlining at the rear of the body and cement it to the rear window upper ledge.

Cement the sides to the flange on the side roof rail and trim off all excess material.

CAUTION: *The headlining must not extend over the flange along the side roof rail.*

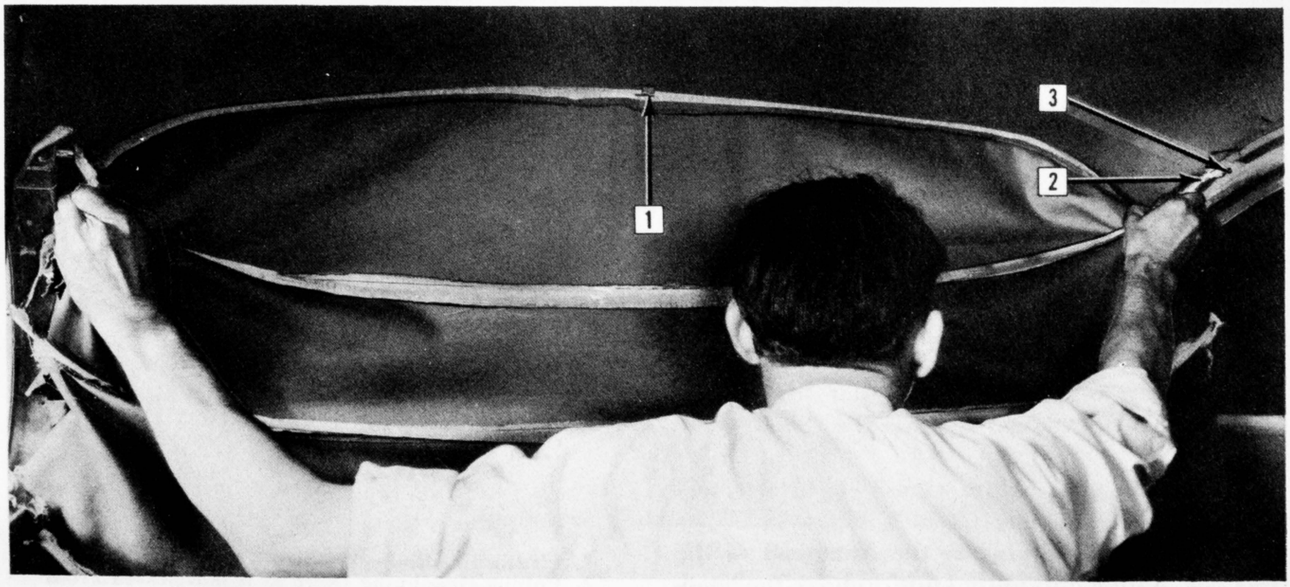
Cement the headlining to the rear quarter regulator panel and pillar.

Trim excess cloth off along the rear quarter pillar (Item 5, Fig. 3).

Cut hole in headlining for dome light and install dome light base and lens.

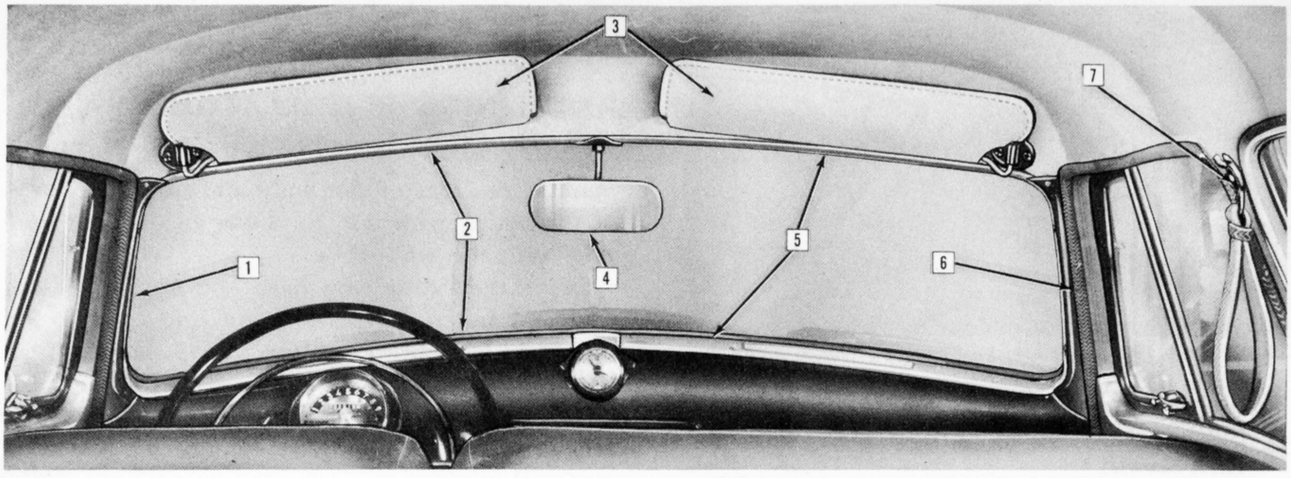
Install inside trim parts, sun visors, seat back, and cushion.

Brush and clean headlining.



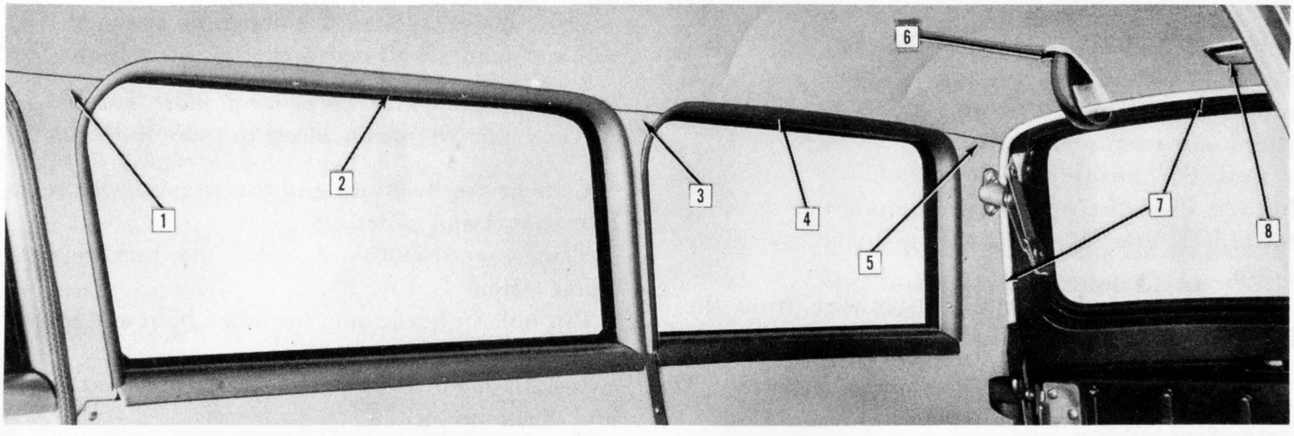
1. Rear Listing Wire and Fastening Clip
2. Listing Wire End and Listing
3. Hole or Socket in Side Roof Rail

FIGURE 4—*Removing Headlining Listing Wires at Side Roof Rails.*



1. Left Front Body Pillar Trim Panel (Metal)
2. Left Windshield Moulding
3. Right and Left Sun Visors
4. Rear View Mirror
5. Right Windshield Moulding
6. Right Front Body Pillar Trim Panel (Metal)
7. Assist Cord

FIGURE 5—*Parts to be Removed at Windshield for Headlining Removal.*



1. Body Lock Post Trim Panel (Right and Left)
2. Rear Quarter Front Side Window Finish Moulding, Top and Sides
3. Rear Quarter Side Center Pillar Trim Panel, Upper
4. Rear Quarter Rear Side Window Finish Moulding, Top and Sides
5. Rear Pillar Trim Panel
6. Hinge Cutout
7. Wire on Moulding Tacked Around Lift Gate Opening
8. Dome Light

FIGURE 6—*Parts to be Removed and Loosened Rear Quarter Side and Rear for Headlining Removal.*

HEADLINING REMOVAL

Station Wagon Models

Remove the items illustrated in Figures 5 and 6.

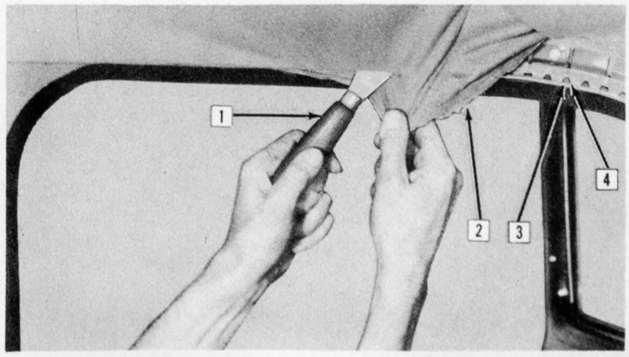
Then pull the headlining loose around the rear quarter side window where it is cemented.

Loosen the top edge of the pillar trim panels just enough to loosen the headlining at these points.

Remove the tacks at the windshield header, and at the lift gate opening (Item 7, Fig. 6).

Loosen the headlining at the front end of the retainer. With a dull putty knife, unhook the headlining from the saw teeth of the retainer (Fig. 7).

Push the headlining support listing wires toward the rear, which will allow the arch to swing back and down.



1. Lifting Headlining Off Saw Teeth of Retainer
2. Pulling Headlining Down as it is Released From Retainer
3. Headlining Retainer
4. Saw Teeth on Inside of Retainer (Next to Body)

FIGURE 7—*Removing Headlining From Retainer.*

DOMELIGHT — HEADLINING — GRAINING — BODY MAINTENANCE
("Rambler" Series)

Spring the end of each listing wire from the hole in the side roof rail (Fig. 4).

NOTE: *These listing wires are of different lengths and should be left in the headlining at time of removal. When a new headlining is to be installed, the listing wires must be transferred to their correct position.*

HEADLINING INSTALLATION
Station Wagon Models

Before installing the headlining, inspect saw tooth points of the headlining metal retaining strip over the doors.

NOTE: *If bent, remove and straighten the retainer and teeth.*

Start at the rear of the body and insert the ends of the listing wire into the holes in the side roof rails with the arch down.

Swing the listing wire back and up against the roof and fasten into the clip on the dome light bracket (Item 1, Fig. 4).

Then install the remaining listing wires.

Spread rubber trim cement on ledge of rear window and rear quarter windows.

Stretch the headlining forward and tack it to windshield header tacking strip.

Stretch the headlining at the rear of the body and tack it around the lift gate opening making sure the lift gate hinge cutout (Item 6, Fig. 6) clears the hinge when the lift gate is closed.

Cement the headlining to the rear quarter side window ledges and trim off excess cloth.

With a dull putty knife, push the headlining under the retainer over each door so that the headlining hooks onto the saw teeth of the retainer.

NOTE: *Caution must be exercised to avoid wrinkles.*

Cut headlining opening for the dome light and install dome light base and lens.

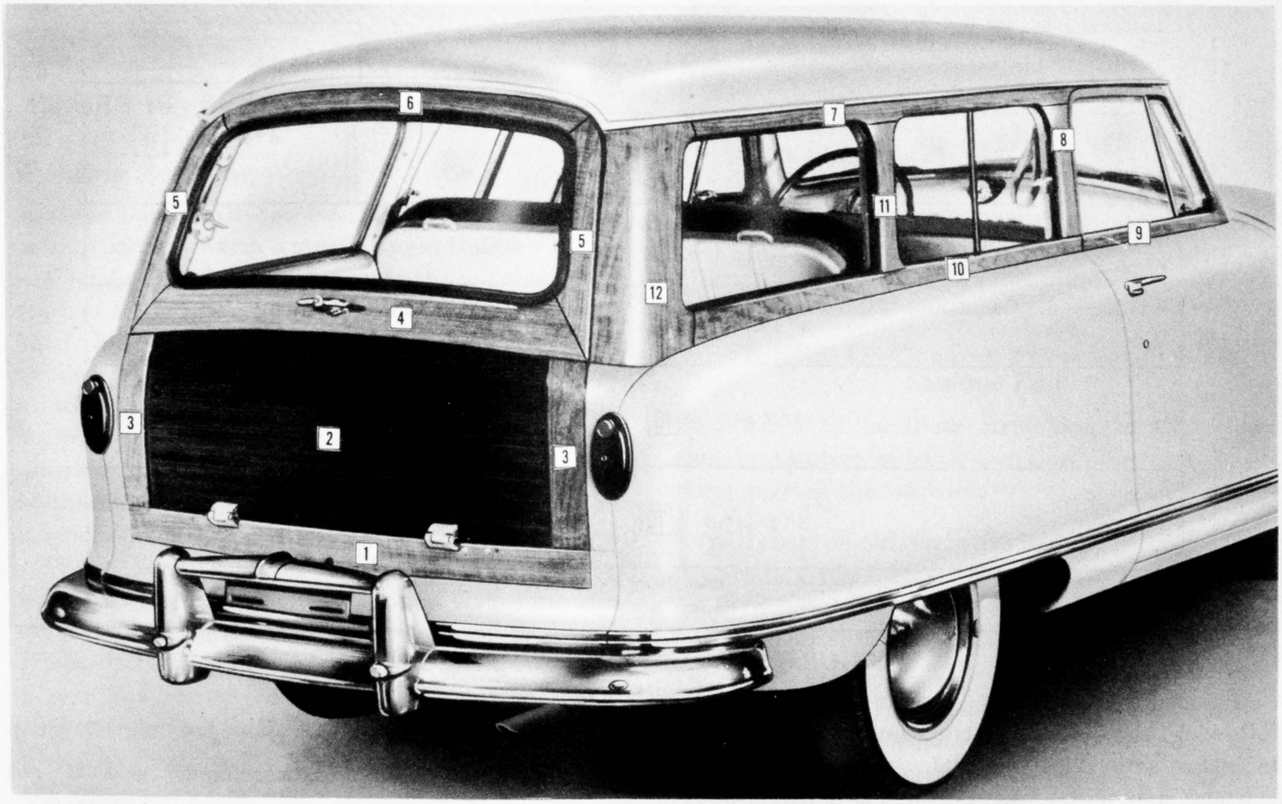
Install sun visors and inside trim parts.

Brush and clean headlining.

DI-NOC GRAINING
Custom Station Wagon

The graining is an application of Di-Noc Transfer to the upper body panels.

In repairing the Di-Noc graining, it is important that the proper materials be used, and the



1. Tail Gate Lower 3″ x 41½″
2. Tail Gate Center 15″ x 36″ Mahogany
3. Tail Gate Side 3″ x 13¾″
4. Lift Gate Lower 4½″ x 40½″
5. Lift Gate Side 3″ x 19″
6. Lift Gate Top 3″ x 33″
7. Side Quarter Top 4″ x 54″ Must be Stretched to Required Length
8. Side Quarter Lock Pillar 5½″ x 13″
9. Door Belt 4″ x 39″
10. Side Quarter Belt 5″ x 54″
11. Side Quarter Center Division 6″ x 13″
12. Side Quarter Rear Corner 10″ x 19½″

FIGURE 8—*Individual Transfer Locations and Their Respective Sizes.*

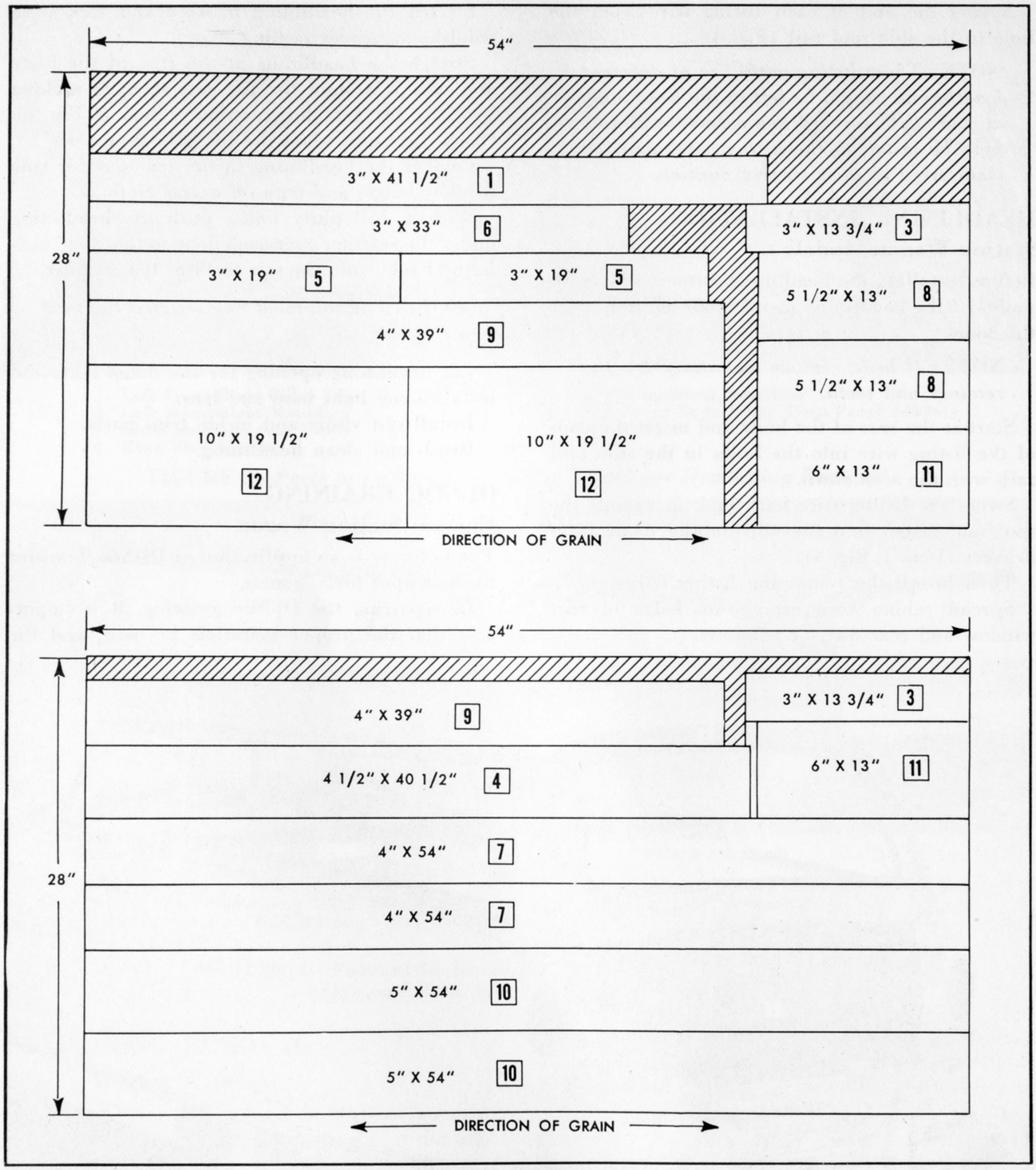


FIGURE 9—*Layout for Cutting Di-Noc Transfers.*

following application instructions be carried out to insure satisfactory results.

Room and metal temperatures are very important for the application of Di-Noc Transfers. The ideal temperature should be 80° F. without drafts.

Figure 9 illustrates the proper layout for cutting individual pieces of Di-Noc Transfer for the complete graining of the Station Wagon. They are numbered to coincide with Figure 8.

Repair and finish all damaged metal. Deep scratches must be "featheredged" and if cut through to the bare metal, the bare metal must be prime coated and wet sanded. Then "mask off" the repair area and prime the metal surface. When the primer is dry, sand it smooth preparatory to the new transfer application (Fig. 10).

Bonding Coat

Spray Di-Noc Transfer bonding coat No. K-97 over the primed surface of the repair area. This is tan in color and acts as a binder or base for the Di-Noc Transfer adhesive. The bonding coat can also be applied to any finished paint surface after the surface has been sanded smooth.

Permit the bonding coat to dry approximately one hour at room temperature. If infra-red lights are used allow 20 minutes for drying. Infra-red lights should be located no closer than nine inches from the body panel.

When the bonding coat is dry, wet sand the bonding coat lightly and wipe clean.

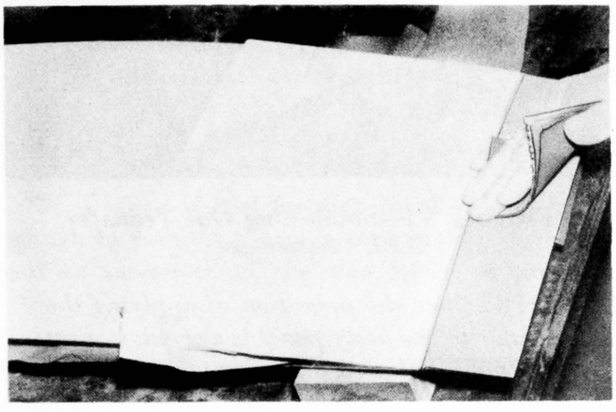


FIGURE 10—*Wet Sanding Masked Tail Gate.*

Welding Solution

Mix one part of Di-Noc No. 1171 welding solution to four parts of warm water at approximately 80°F.

A trial sample of transfer and solution should be applied to a piece of body metal or old fender until the operator becomes familiar with the method of application and proper mixing of the solution. If the transfer cannot be pulled off the sample panel within two minutes, the transfer solution is too strong and must be diluted with additional water. DO NOT USE PURE solution as it comes from the container.

If the damage to the original transfer on the body panel is extensive consisting of deep scratches or abrasions, replace the complete section.

Cut the transfer to proper size as indicated in Figure 9. Immerse the transfer in water heated to approximately 110°F. long enough to loosen the paper backing (approximately one minute) but do not remove the backing.

The side quarter top and side quarter belt transfers (Item 7 and 10, Fig. 8) must be stretched to fit their respective panels. The stretching operation will narrow the transfer somewhat; therefore, all transfers must be cut to the size indicated in Figure 8. The transfer should be submerged in hot water to facilitate stretching to the desired length. Caution must be exercised, however, to prevent tearing the transfer.

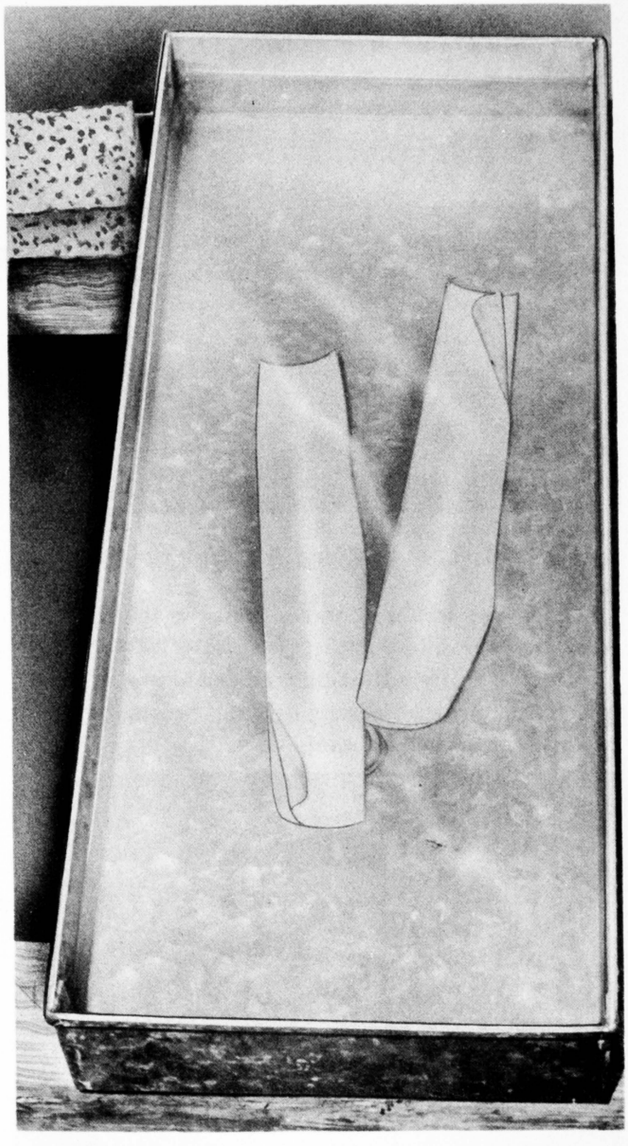


FIGURE 11—*Soaking Transfers in Clean Shallow Pan.*

Applying Welding Solution

Saturate a small clean cheese cloth pad or sponge with diluted Di-Noc welding solution. Apply the solution to the body panel where the transfer is to be applied (Fig. 12).

CAUTION: *Excess solution that accidentally contacts the adjacent body panels must be immediately wiped away. Masking the surrounding areas will protect the adjoining panels.*

Applying Transfer

For ease of handling, do not remove the paper backing until the transfer has been applied to the body.

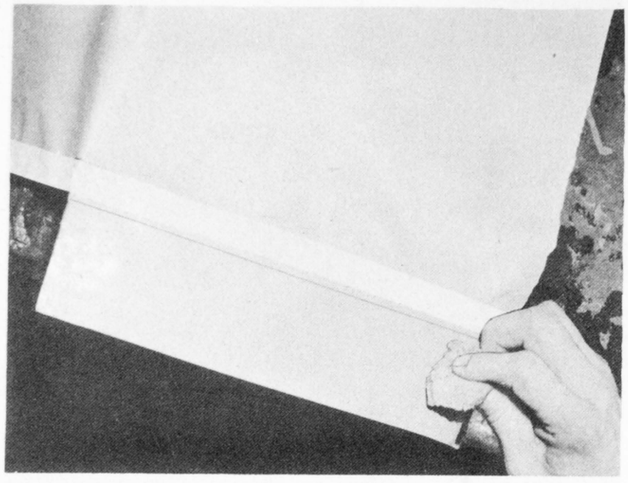


FIGURE 12—*Applying Welding Solution.*

Apply the wet and warm transfer to the body panel (paper side out).

After carefully adjusting transfer to match graining character on adjoining original finish, carefully remove the paper backing (Fig. 13).

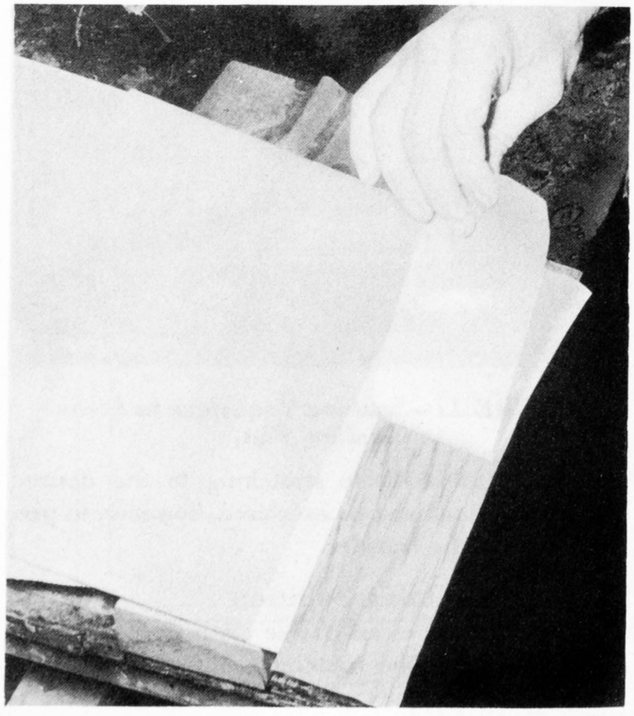


FIGURE 13—*Removing Paper Backing After Transfer is in Position.*

With clean water, sponge all areas of the applied transfer to remove all traces of paper backing adhesive.

After transfer is in place, use a rubber "squee-gee" bevelled at one end (size ¼" x 2" x 4") (Fig. 14). With an overlapping stroking motion, level off the transfer from the center or high point of metal panel towards its outer edges to remove all air bubbles and wrinkles. The "squee-gee" should be particularly used around the panel creases and panel edges to insure a firm bond. Use plain water as a lubricant for the "squee-gee."

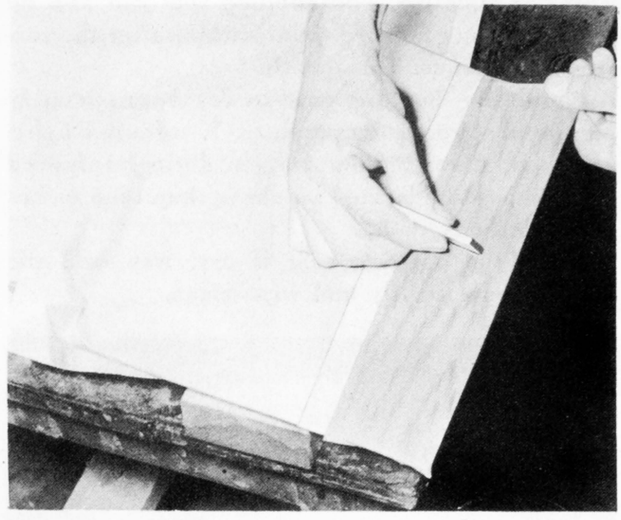


FIGURE 14—*Smoothing Out Transfer With "Squee-gee."*

NOTE: *Once the operation of applying the transfer to the body panel is started, it must be rapidly followed to its completion before adhesive begins to set.*

Immediately after "squee-geeing" the transfer in place, use a sharp razor blade and trim off excess edges to the original masking line (Fig. 15).

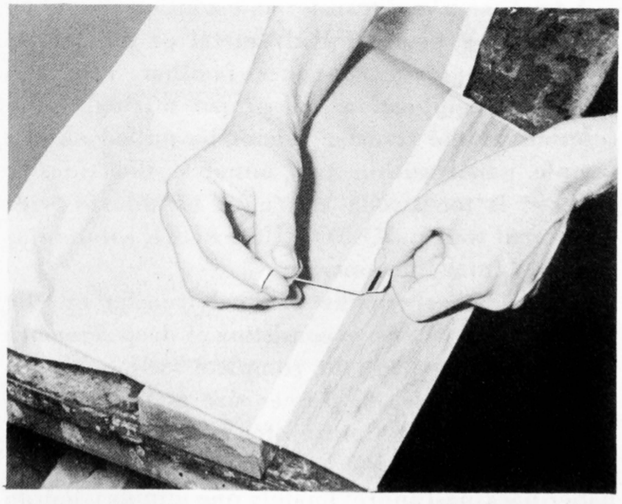


FIGURE 15—*Trimming the Transfer.*

Wash the transfer carefully with clear water and dry with a chamois. Pierce any blisters or small air bubbles as they appear. Then press the pierced area with the fingers to squeeze out air and excess solution.

DOMELIGHT — HEADLINING — GRAINING — BODY MAINTENANCE
("Rambler" Series)

Drying Method

If Infra-red lights are used for drying, place these lights approximately nine inches from the panel at a temperature of 160° for approximately 20 minutes.

To complete the operation when the transfer is dry, spray on a coat of Di-Noc Transfer clear top coat synthetic sealer. This is used as a further protective coating for the applied transfer.

CAUTION: *Do not use clear lacquer.*

Apply drying lights to the completed work as outlined above.

Minor Damages

If the damage is a small abrasion or scratch possibly an inch or two in area occurring in the center of a panel, the small surface abrasion can be expertly touched up with a pencil brush or a small transfer patch can be applied to the panel as follows:

Cut a piece of new transfer (oval shape) large enough to cover the damage area making sure the grained character of the new piece of transfer matches the grained character of the original finish adjacent to the damage.

Wet sand and featheredge the small abrasion or scratch.

Apply bonding coat Di-Noc No. K-97 to the area just sanded and allow sufficient drying time.

Soak patch section of transfer in warm water to loosen the paper backing. At the same time, apply diluted Di-Noc adhesive solution to the repair area on the body panel.

Place the patch section of the transfer over the repair area on body panel so as to match the original graining, and remove paper backing. Then "squee-gee" the patch to remove all air bubbles and wrinkles.

After drying lights are used as previously outlined, apply a coat of Di-Noc transfer top coat synthetic sealer, and again apply drying lights to complete the operation.

BODY FINISH AND TRIM MAINTENANCE

Refer to "Ambassador" and "Statesman" Series Section.

TECHNICAL SERVICE LETTER REFERENCE

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TECHNICAL SERVICE LETTER REFERENCE

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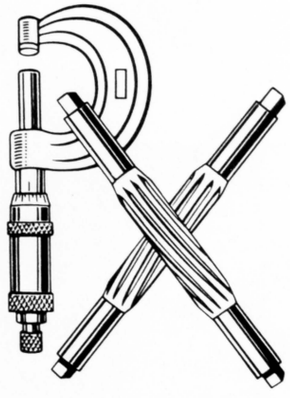
TECHNICAL SERVICE MANUAL



"RAMBLER" SERIES

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REMOVING TOP COVERING 4

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CONVERTIBLE TOP

CONVERTIBLE TOP

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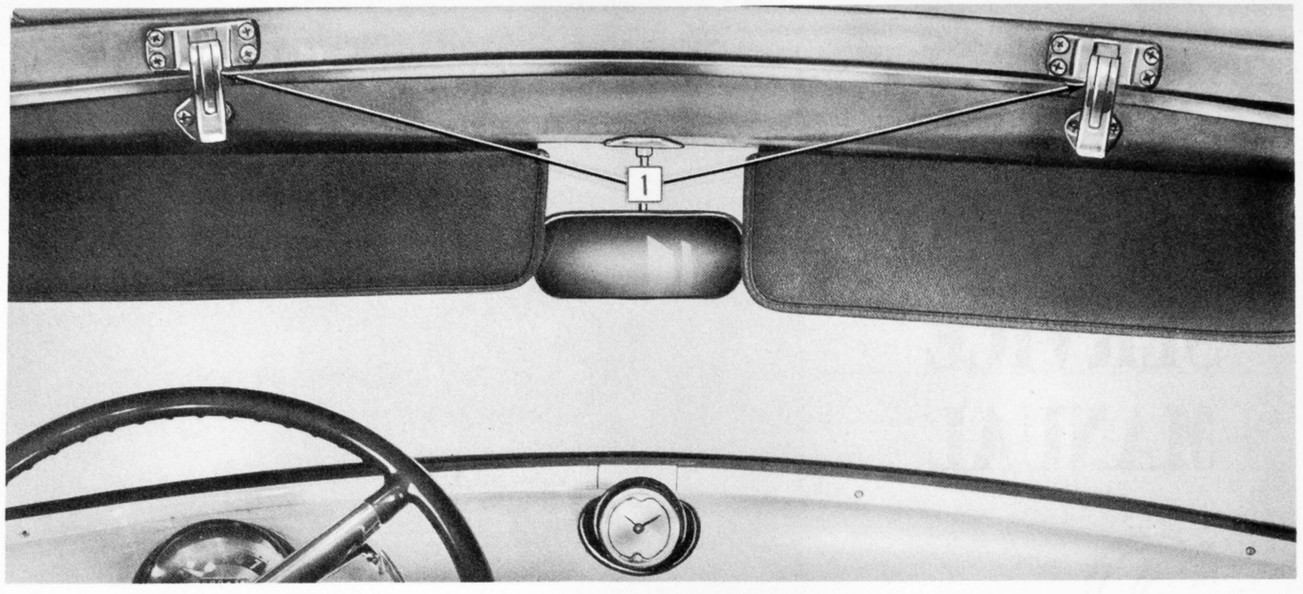


FIGURE 1—*Toggle Clamps in Closed Position.*

CONVERTIBLE TOP

The "Rambler" Series convertible top is automatically raised and lowered by nylon covered cables which are powered by a reversible electric power unit, located back of the rear seat back.

A plastic shipping cover (Polyethelene) is placed over all convertible tops to protect them from soot, dirt, etc., while the cars are in transit. The shipping cover must be removed before the top is lowered, or delivered to the owner.

TOP OPERATION

CAUTION: *Do not raise or lower the top while the car is in motion. The top should not be lowered while the material is damp.*

To Lower the Top

Check the top well in back of the rear seat and remove any article which might obstruct the movement of the top.

Unzip the rear curtain and fold into the top well.

Release toggle clamps that hold the front bow to the windshield header bar (Fig. 1).

Pull out the control switch which is mounted on a bracket under the instrument panel behind the windshield wiper control at the left of the steering column. Hold the control in the "out" position until top folds completely into the top well (Fig. 2).

Then install the top boot.

To Raise the Top

Remove the top boot.

Push the control knob "in" and hold it in the position until the top is completely raised.

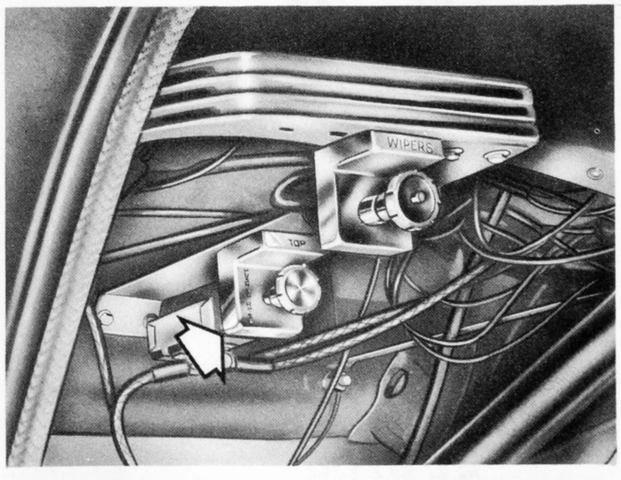


FIGURE 2—*Top Control Switch.*

CAUTION: *Be sure the sun visors are turned down.*

Fasten the toggle clamps.

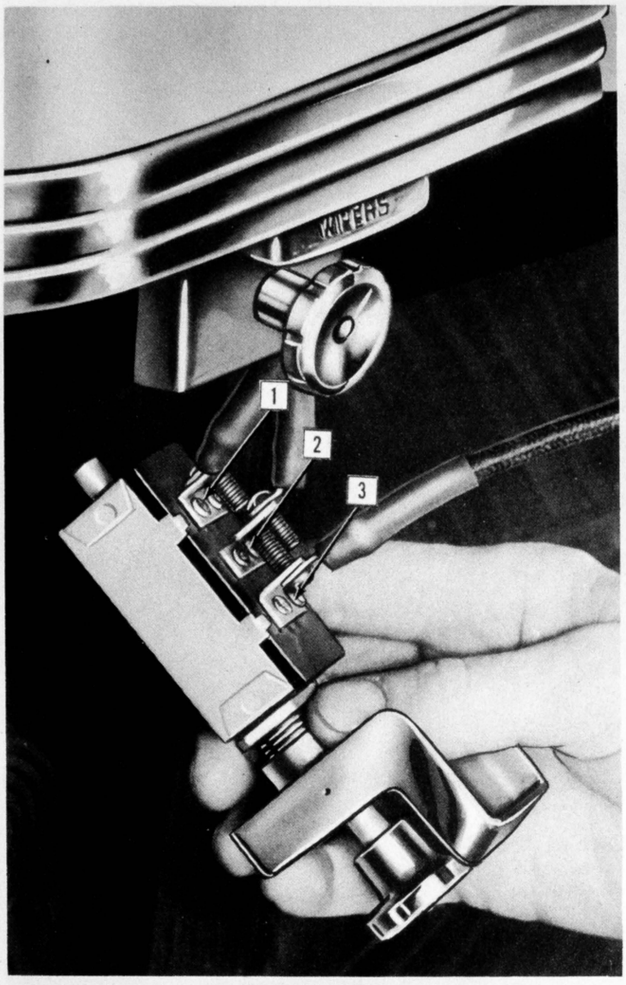
Fasten the snaps to the body at the lower rear of the top.

Place the edges of the top inside of the drip moulding and under the two hold down plates which are fastened to the side roof rail. This will retain the top in the drip moulding at high speeds.

CONTROL SWITCH

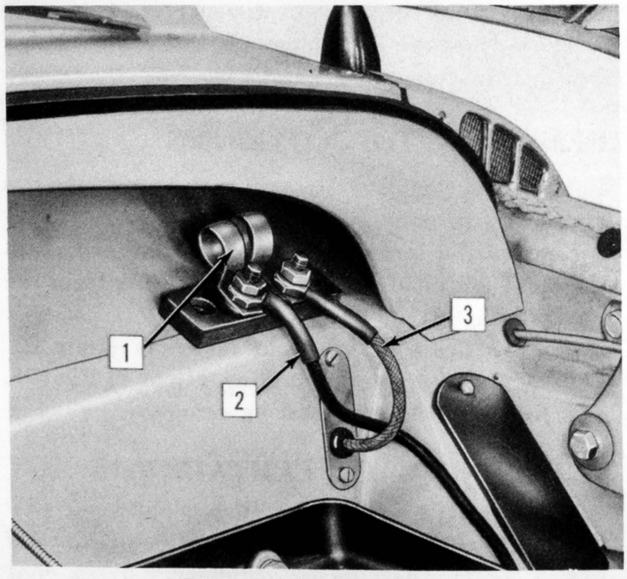
The center terminal on the control switch (Fig. 3) is connected to the resistor (Fig. 4) located on the left side of the dash under the hood, which in turn is connected to the battery side of the starter switch. The front wire is connected to the front

CONVERTIBLE TOP
("Rambler" Series)



1. Wire to Power Unit to Raise Top
2. Wire to Resistor
3. Wire to Power Unit to Lower Top

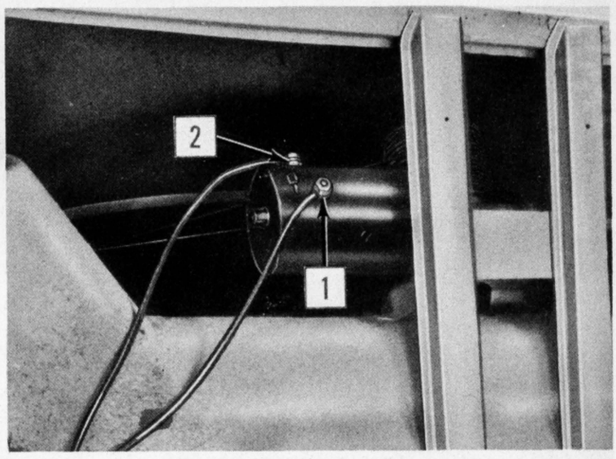
FIGURE 3—*Control Switch Wiring.*



1. Resistor
2. Battery Wire
3. Control Switch Wire

FIGURE 4—*Resistor and Wires.*

terminal of the power unit (Fig. 5) to lower the top. The rear wire connects to the rear terminal of the power unit, and raises the top.



1. Front Terminal to Lower Top
2. Rear Terminal to Raise Top

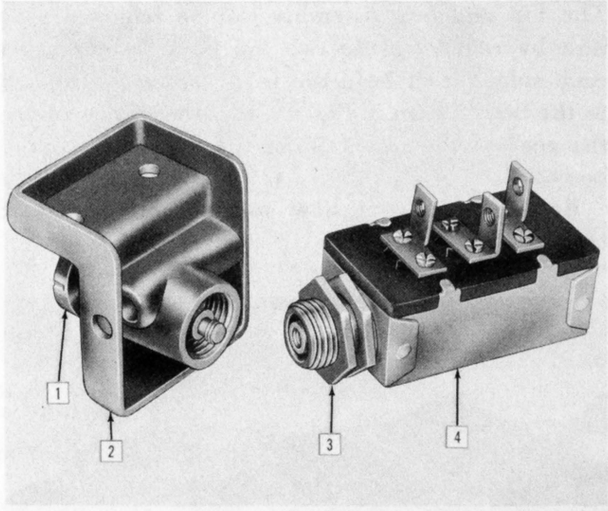
FIGURE 5—*Power Unit Showing Wire Connections.*

Removing the Control Switch

Disconnect the battery cable.

Remove the two bolts holding the control switch to the support bracket under the instrument panel and disconnect the wires.

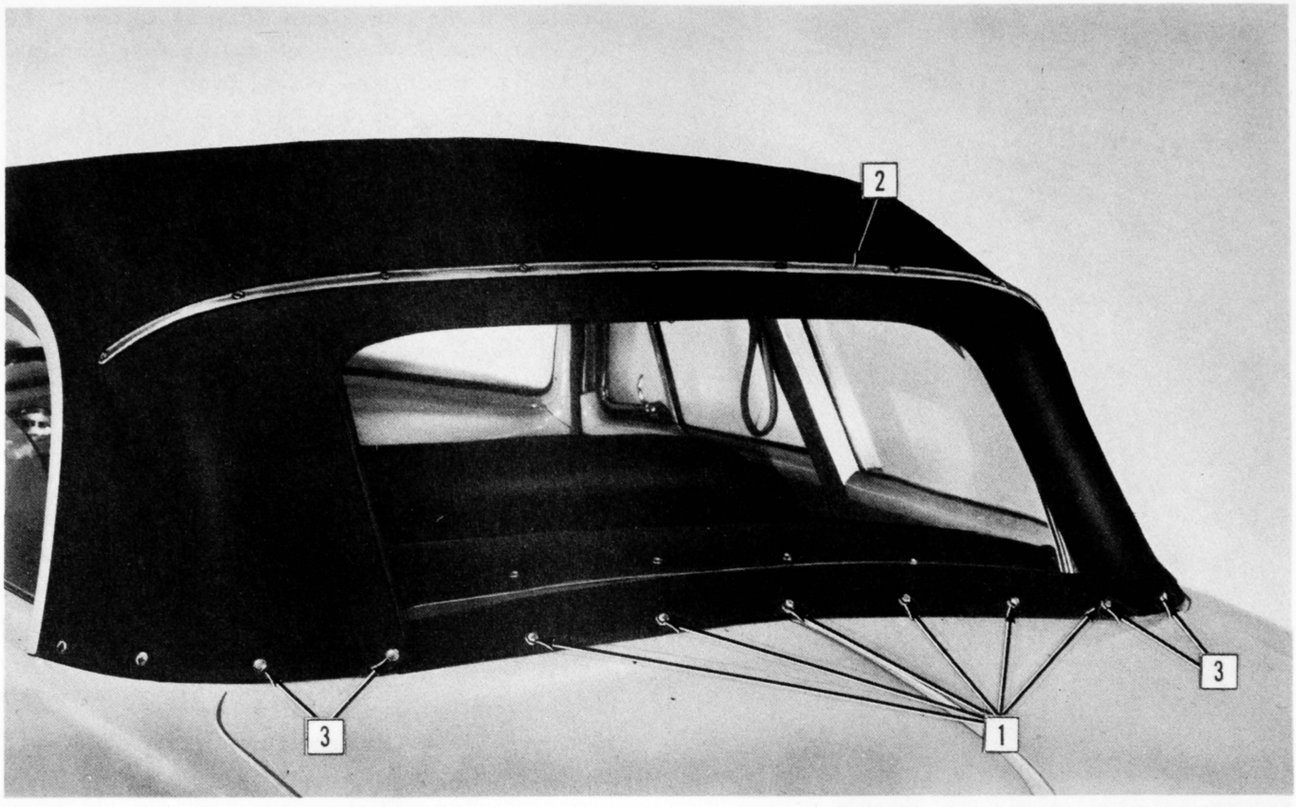
To remove the switch from the mounting bracket, loosen the lock nut between the switch and the mounting bracket, and unscrew the switch.



1. Control Switch Knob
2. Control Switch Mounting Bracket
3. Lock Nut
4. Top Control Switch

FIGURE 6—*Top Control Switch Disassembled.*

NOTE: *Upon installation, be sure the knob and bracket are securely fastened to the switch and the wires installed to the correct terminals.*



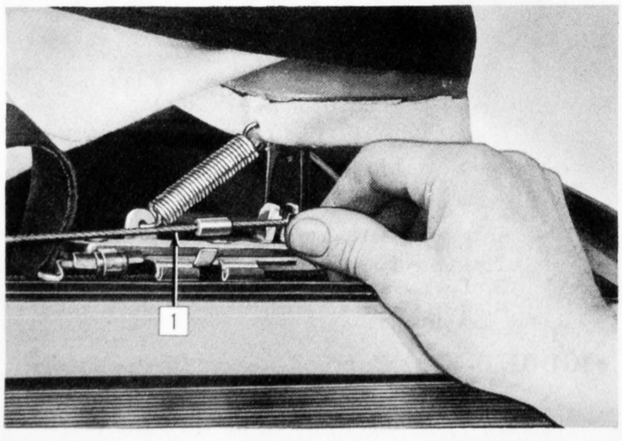
1. Top Boot Fasteners (Curtain to Body)
2. Rear Top Bow Moulding
3. Top Boot Fasteners, Back of Top to Body

FIGURE 7—*Rear View of Top.*

REMOVING TOP AND BOW ASSEMBLY

The top and bow assembly can be removed as a unit by removing the two top boot fasteners, on each side, which hold the rear bottom of the top to the body (Item 3, Fig. 7), and the screws under the rear of the top holding the stay pads to the body.

Release the front bow to windshield header toggles.



1. Pellet and Cable

FIGURE 8—*Removing Pellet and Cable.*

Lower the top just enough to turn up the front header.

Bend the retainer upward and remove the pellet and cable from the rear half of the front header hinge (Item 1, Fig. 8).

Remove all bows from the slide channel by sliding one end of the bows to the rear until they are released from the slide channel. The top assembly can then be removed.

REMOVING TOP COVERING

Release the toggle fasteners and lower the top enough to turn up the top bow.

Remove the screws holding the weatherstrip to the front top header and lift the covering from the header (Fig. 9).

Remove the four top boot fasteners (Item 3, Fig. 7) and rear bow moulding (Item 2, Fig. 7). The top covering can then be removed.

REMOVING BACK CURTAIN ASSEMBLY

Remove rear top bow moulding.

Remove the top boot fasteners holding top and back curtain to body and fold the top away from the rear bow.

Remove stay pad to body screws.

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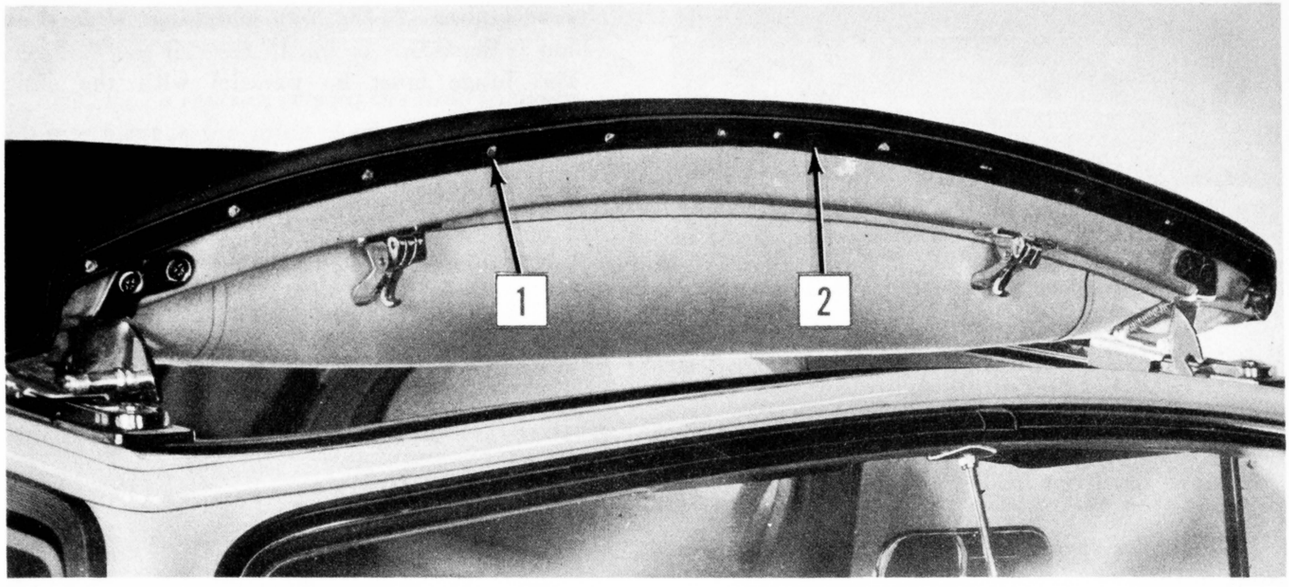
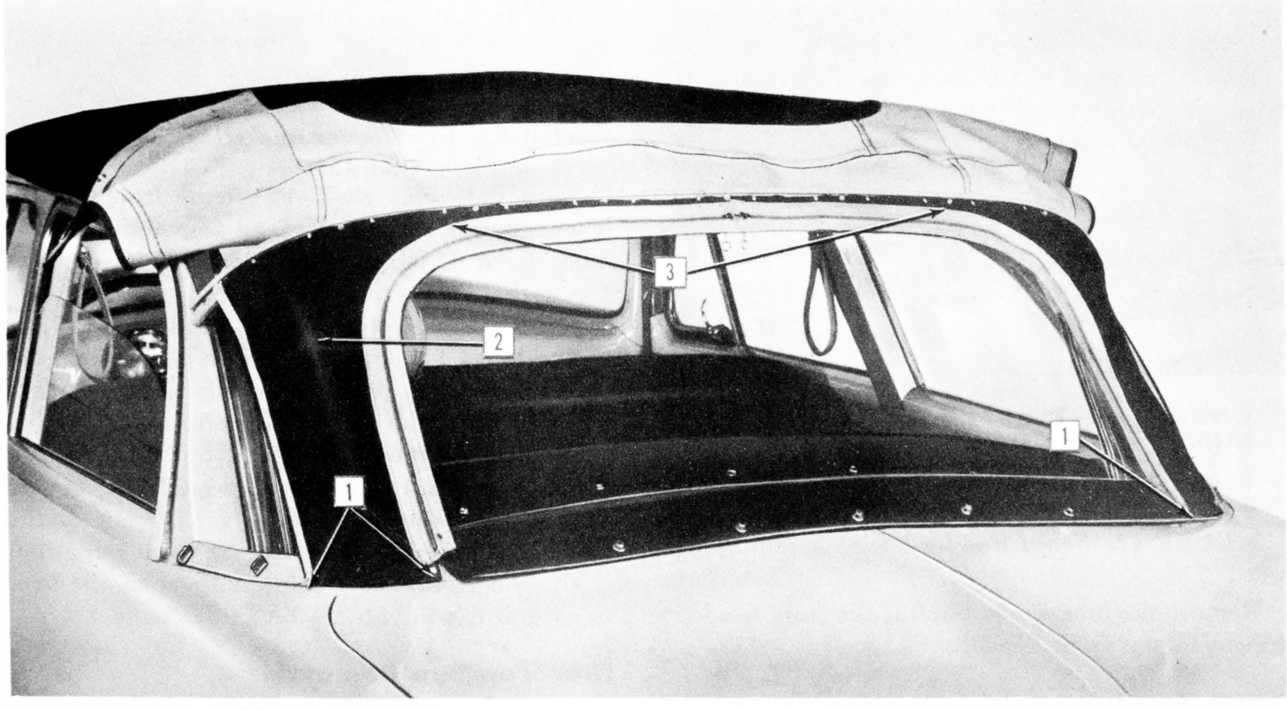


1. Screws 2. Front Header Weatherstrip

FIGURE 9—*Front Header Weatherstrip and Screws.*



1. Stay Pad to Body Screws 2. Back Curtain Stay Pad Assembly
3. Clips Stay Pad to Rear Bow

Figure 10—*Back Curtain Stay Pad Assembly, Top Covering Removed.*

Remove back curtain from the clips on the rear bow (Fig. 10).

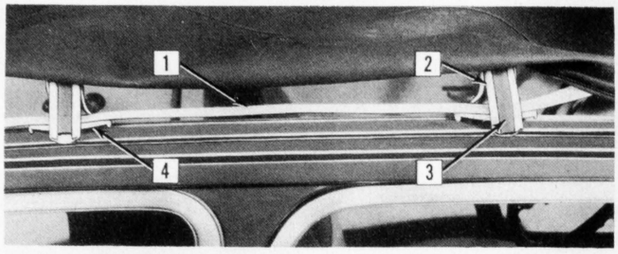
TOP BOWS

The top bows can be removed and replaced separately. They are connected to each other by a top bow strainer assembly (Web Belt) (Item 1, Fig. 11) which is bolted to the top bow strainer support (Item 4, Fig. 11), and attached to the front header hinge loop retainer (Item 3, Fig. 12) by a square metal loop which is part of the strainer assembly. The loop must move freely in the loop retainer bracket.

The top bows are of a "U" type design (Item 2, Fig. 11) forming a channel which retains a felt silencer (Item 3, Fig. 11).

Front Top Header Removal

To remove the front header, move the top slightly to the rear to turn up the front header.

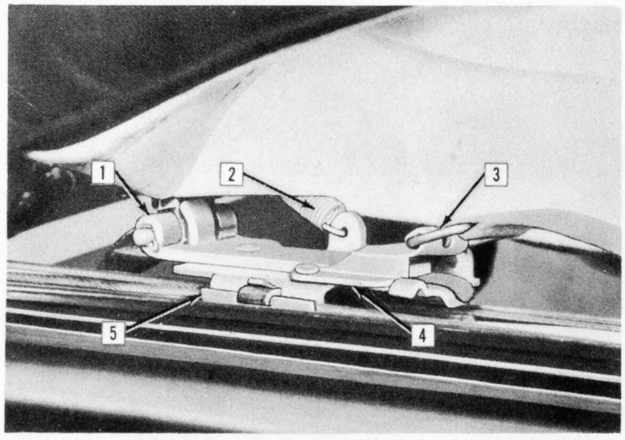


1. Strainer Assembly
2. Top Bow
3. Felt Silencer
4. Bow Webbing Support

FIGURE 11—*Top Bow Strainer and Bow Assembly.*

Remove the front header weatherstrip (Item 2, Fig. 9).

Unhook the spring (Item 2, Fig. 12) from the front header.



1. Front Header Hinge Front Half
2. Hinge Spring
3. Bow Webbing Loop and Loop Retainer Bracket
4. Rear Half of Header Hinge
5. Hinge and Cable Guide Support

FIGURE 12—*Front Header Hinge Assembly.*

Remove the four screws holding the front header hinges to the front header.

Front Top Header Installation and Adjustment

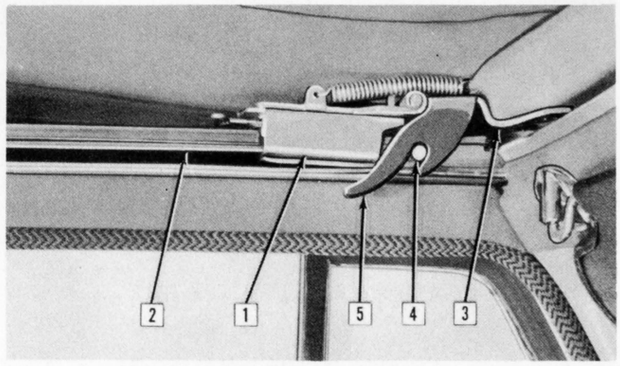
Tapped movable serrated plates are encased in each end of the front header assembly for adjustment of the front header and hinges.

Install the front header hinges to the header but do not tighten screws.

Move the top to the fully raised position and space the header so that it does not contact the front and side drip mouldings. Clamp the header in position with the toggle clamps.

Then with a plastic hammer, tap the hinge assemblies toward the outside until a 1/16″ clearance is obtained between the upper bead of the slide channels (Item 2, Fig. 13) and hinge slide shoe (Item 1, Fig. 13).

The hinge must be parallel with the slide channel.



1. Hinge Slide Shoe
2. Upper Slide Channel Bead
3. Front Half of Header Hinge
4. Dowel Pin
5. Hinge Finger

FIGURE 13—*Header and Hinge Assembly.*

Mark the hinge positions on the front header. Then release the toggles and move the header back about 12″ from the windshield header bar. Place the hinges on the marked positions and fasten the hinge screws to the header securely.

The hinge fingers must contact the dowel pins simultaneously to tilt the header forward properly.

Then check the front header hinge and cable guide support (Item 5, Fig. 12), it must ride in the outside groove of the cable guide channel to prevent the cable from being carried out of the guide channel, when lowering or raising the top.

The hinge and cable guide support can be bent in so that it will ride in the guide channel.

Rear Top Bow Removal

Remove moulding from the rear bow.

Remove four top boot fasteners.

Unhook the back curtain assembly from the clips on the rear bow.

Slide the bow forward until it is released from the slide channel.

Remove the strainer strap to bow bolt.

TOP SLIDE CHANNELS

The top guide channels are of a "U" type design and are fastened to the side roof rail with self-tapping screws.

The top slide channels are cemented into the guide channels.

CONVERTIBLE TOP
("Rambler" Series)

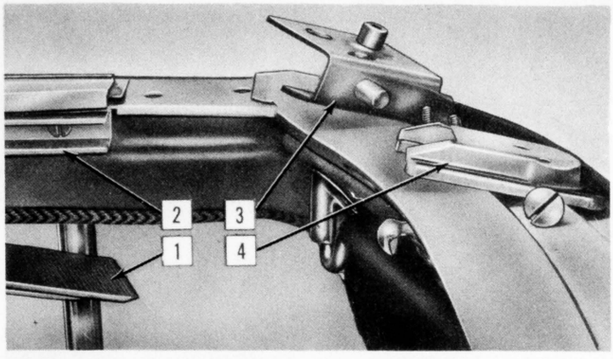
Remove the top bow felt slide channel, using a screw driver to work it out of the channel guide.

NOTE: *To replace, cement the slide channel into place in the guide channel and reassemble parts.*

Top Slide Channel Removal

Remove the bows from the slide channel and rest them on the top of the side roof rail.

Remove the front pulley guard and pulley mounting bracket (Items 3 and 4, Fig. 14).



1. Top Slide Channel
2. Guide Channel
3. Front Pulley Bracket
4. Front Pulley Guard

FIGURE 14—*Removing Top Slide Channel.*

TOP CABLE GUIDE CHANNELS

The top cable guide channels have two grooves in which the cables travel. They are fastened to the top of the side roof rails by snap-in clips.

Top Cable Guide Channel Removal

Remove the top and bow assembly.

Loosen the cable tensioner (Item 1, Fig. 17) to provide cable slack.

Remove the front pulley guard, pulley and cable from the pulley bracket (Item 3, Fig. 14).

Remove the front pulley bracket.

Pry the cable guide channel and retaining clips from the side roof rail (Item 2, Fig. 15)

NOTE: *Upon installation, the guide channel must be aligned with the front and rear pulleys. This can be accomplished after the guide channel is installed by tapping the channel to the inside or to the outside as required.*

TOP OPERATING CABLES
"Rambler" Convertible

The nylon coated cables insure quiet and smooth operation. The pellets swedged to the cable and fastened to the rear half of the front header hinge is always located in the outside groove of the guide channel. This is the short end of the cable.

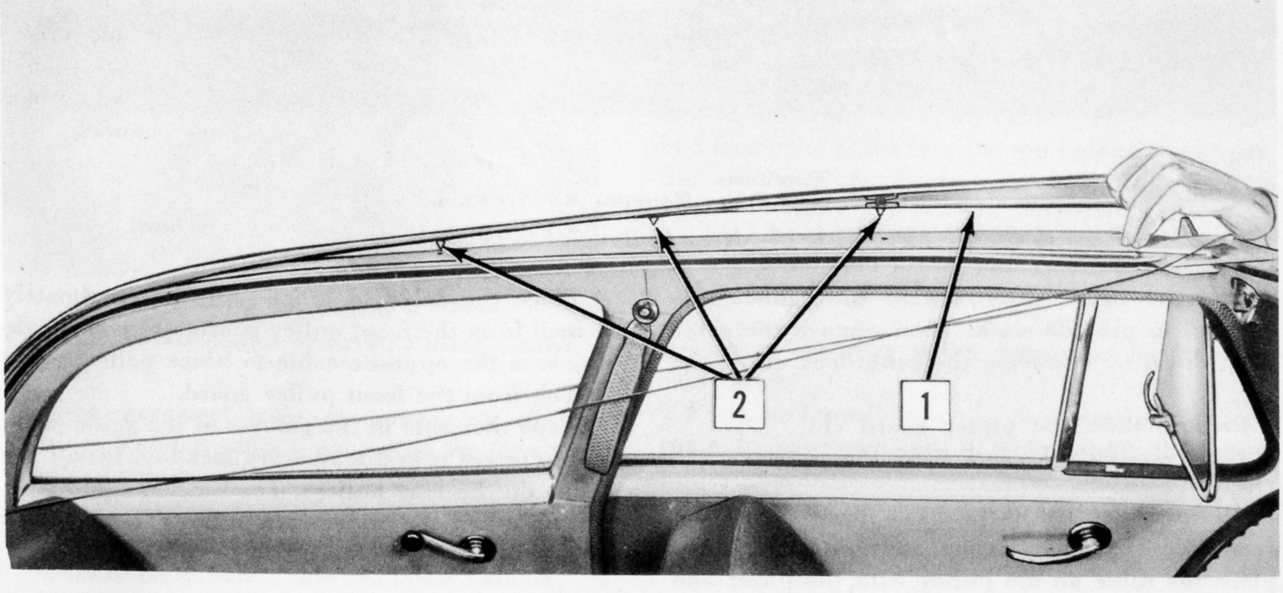
Removing Cable

Remove the top and bow assembly.

Remove the rear pulley guards (Fig. 16).

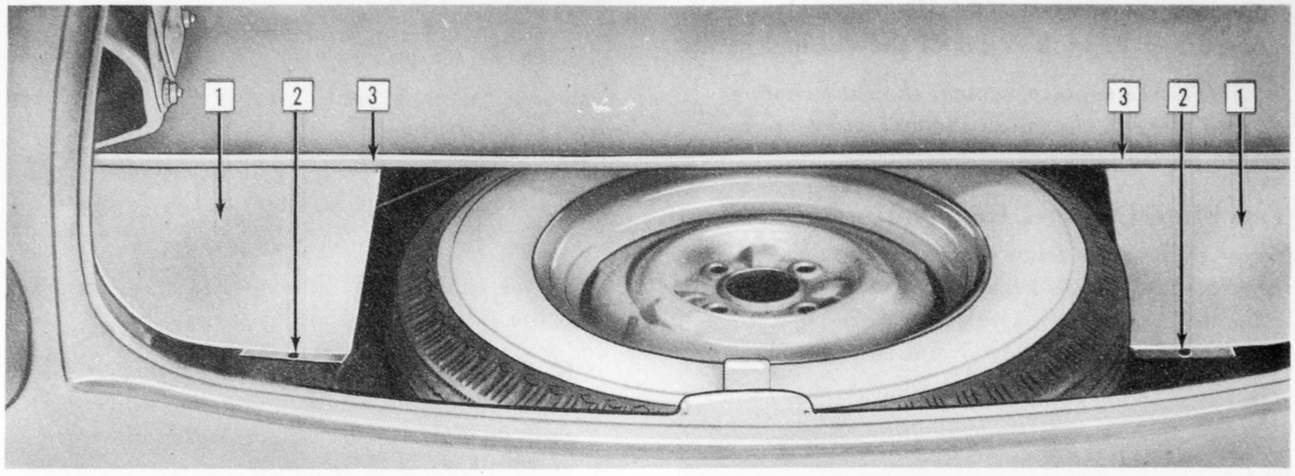
Remove the pulley mounting bracket guides from the pulleys (Fig. 17).

Remove the rear seat cushion and the top well ragboard panel covering the power unit.



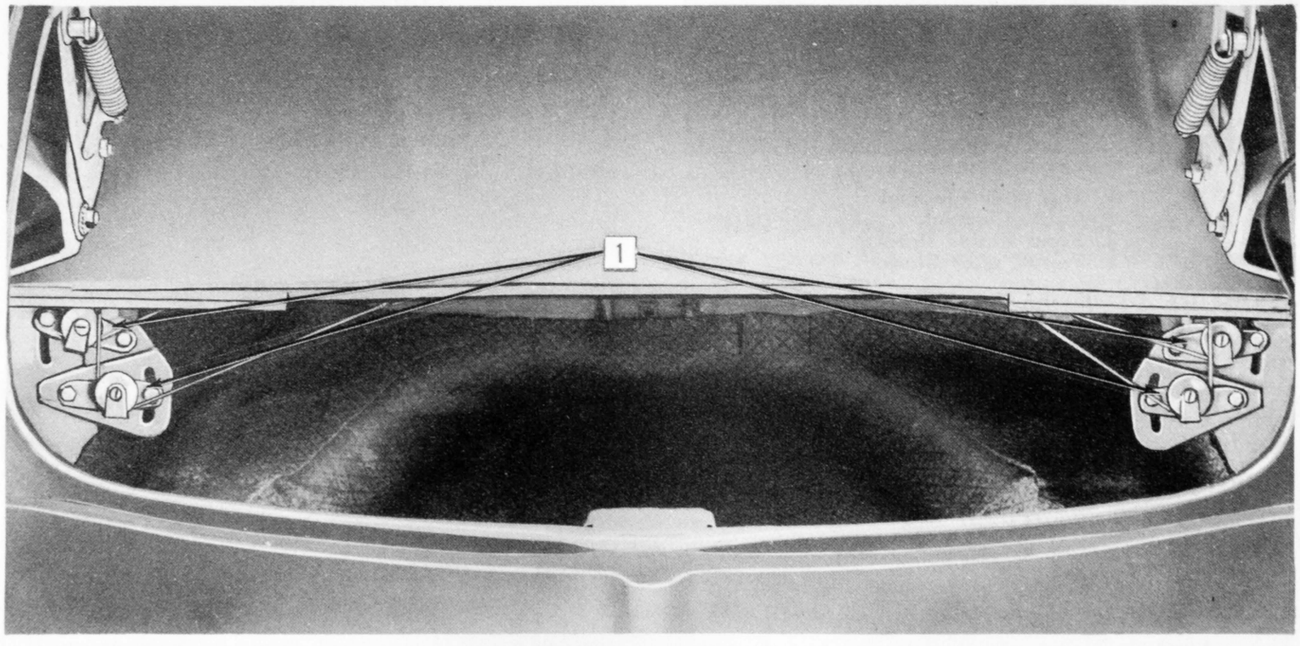
1. Top Cable Guide Channel
2. Retaining Clips

FIGURE 15—*Removing Cable Guide Channel.*



1. Pulley Guard

FIGURE 16—*Location of Pulley Guards.*



1. Tensioners
2. Rear Pulley Mounting Bracket Guides

FIGURE 17—*Rear Pulley Cable Tensioners.*

Pull the inside cable out of the cable guide channel to provide slack. Then remove the cable from drum by removing the cable lock clip (Fig. 18).

Remove the front pulley guard (Fig. 19).

Then remove the cable from the pulleys.

Cable Replacement

Lubricate the front pulley and install it. Then place the cable on the pulley with the pellet and short end of the cable in the outside groove of the cable guide channel, and replace the pulley guard.

Place the cable to hinge pellet approximately 1 inch from the front pulley guard, (Fig. 19) making sure the opposite cable to hinge pellet is also 1 inch from the front pulley guard.

Tape the cable in the grooves of the guide channel to retain it in a temporary location. Install the cable on the rear pulleys. The outside cable must be placed on the upper rear pulley. Then replace the pulley guides (Fig. 17).

NOTE: *The cable for the right side of the car is placed on the upper half of the drum*

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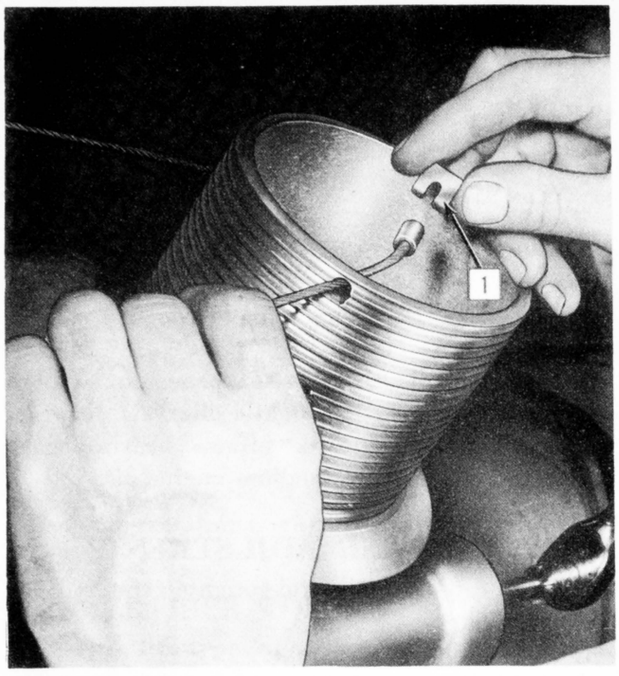
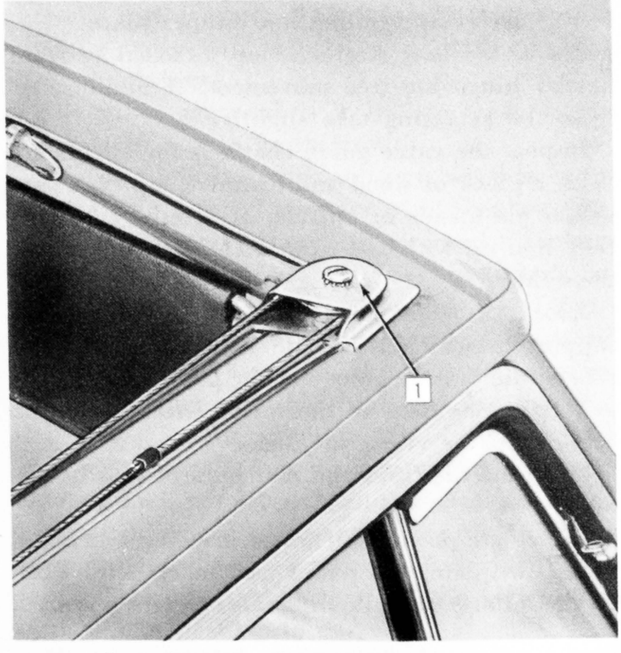


1. Cable Lock Clip

FIGURE 18—*Removing Lock Clip from Cable.*



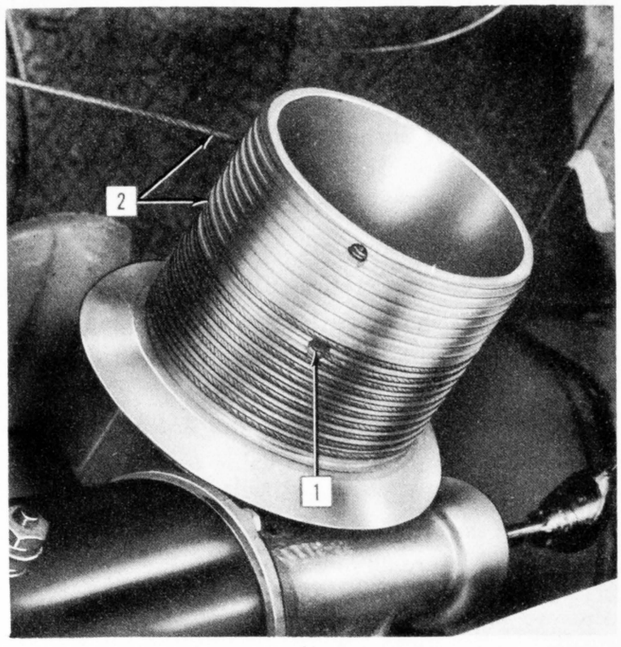
1. Pulley Guard and Fastening Screws

FIGURE 19—*Location of Front Pulley Guard.*

which has two holes for anchoring the cables. The left cable is wound on the lower half of the drum.

The outside cable on the right *side of the car must be anchored into the* lower *hole on the* upper *half of the drum. The outside cable on the* left *side of the car must be anchored into the* lower *hole in the* lower *half of the drum.*

Wind the right outside cable clockwise 1½ turns (Item 2, Fig. 20) around the drum and insert pellet into the bottom hole of the upper half of the drum (Item 1, Fig. 20). Replace the lock clip.



1. Outside Cable or Short End for Right Side of Car
2. Cable Wound 1½ Turns Clockwise

FIGURE 20—*Outside Cable and End Pellet Positioned In Grooves and Hole.*

Keep the inside cable taut, and pull the control switch out; hold it in the out position until the pellets come to within 2 inches of the rear pulleys. DO NOT RUN PELLETS OVER PULLEYS.

Place the inside cable for the right side of the car 1 groove below the upper hole in the upper half of the drum. Wind the cable counterclockwise and insert the pellet into the top hole of the upper half of the drum. Replace the lock clip.

NOTE: *If additional slack is needed to insert pellet into drum, pull inside cable out of cable guide channel.*

Tighten the rear pulley tensioners to take up cable slack.

Push the control switch knob in until the pellets come to approximately 4 inches from the front pulley guards.

CAUTION: *Do not run pellets around pulleys.*

Then replace the top assembly. Be sure both cable hinge pellets are the same distance from the

front pulley guards. The location can be adjusted by the cable tensioners.

Operate the control switch to move the top down and up. Then move the top back just enough to turn up the front header.

Check the cable slack just above the belt line by lifting the individual cables with one finger. The cable slack should be ¾ of an inch. Readjust the cable tensioners as required and tighten securely.

Install the pulley guards, top well ragboard panel, and seat cushions.

POWER UNIT REMOVAL

Remove the right and left pulley guards.

Remove the rear seat cushion.

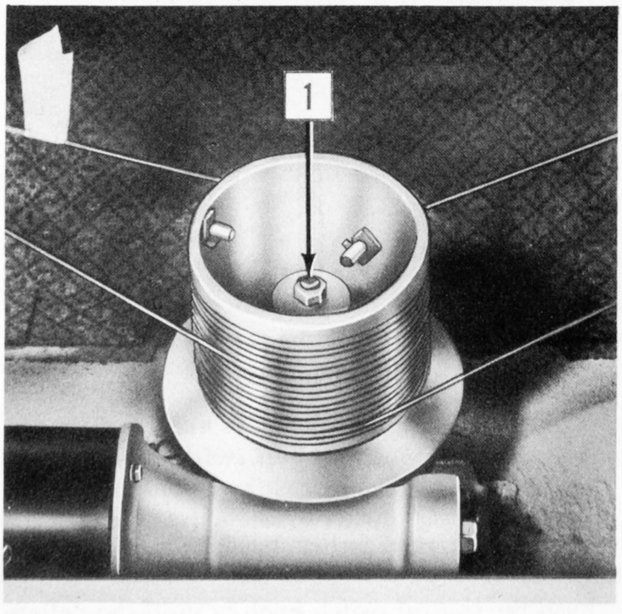
From inside the car, push down on the bottom of the top well. This will release the ragboard panel covering the power unit.

Tape the cables securely to the drum.

Loosen the right and left cable tensioners (Fig. 17) to provide cable slack.

Remove the drum and cable assembly from the drum shaft by removing the retaining nut (Fig. 21). Then lift the drum from the power unit shaft.

Remove the three cap screws holding the power unit to the mounting bracket, and remove the power unit.



1. Retaining Nut

FIGURE 21—*Drum and Retaining Nut.*

NOTE: *Lubricate the worm and needle bearings with No. 110 Lubriplate before installation. Make sure thrust washer lugs are in recess in the drum hub.*

Power Unit Specifications

Rotation	Reversible
Poles	4
Brushes	2
Bearings	Absorbent Bronze
Brush Spring Tension	42 to 53 oz.
No Load Draw	5.0 volts, 60 Amperes Maximum 4700 R.P.M. Minimum (Test in both directions of rotation).
Lubrication	Three to five drops medium engine oil at 5,000-mile intervals. At overhaul, soak bronze bearings and felts in medium engine oil.

INSPECTION AND ADJUSTMENTS

Check the cable tension and retighten the tensioners if necessary.

Release the toggle clamps.

Operate the control switch and check for front header to drip rail clearance.

When lowering the top, the bow strainer supports must contact one another. If out of alignment, correct by bending into proper place.

Check the bow strainer loop attached to front header hinge for free movement. If binding, release the retaining tabs slightly.

Inspect the cable guide channels for alignment. With a block of wood and hammer, tap the channels to the inside or outside, as necessary, so that they line up with the front and rear pulleys and the cables.

Check the front header hinge and cable guide support to which the cable is attached. It must ride in the outside groove of the cable guide channel. It can be bent to the inside with the use of "C" clamps or vise grip pliers.

Lubricate the front and rear pulleys with Lubriplate.

Lubriplate power unit worm drive every Spring with Lubriplate, and power unit motor with light engine oil at 5,000 mile intervals or twice a year.

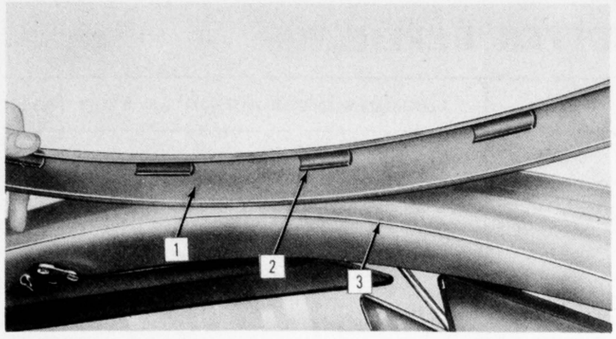
WINDSHIELD HEADER TRIM MOULDING

The trim moulding is held to the windshield header by means of clips welded to the trim moulding (Fig. 22).

Windshield Header Trim Moulding Removal

First remove the front pulley guards and brackets (Items 3 and 4, Fig. 14). Then carefully pry the front outer edge of the trim moulding, upward

CONVERTIBLE TOP
("Rambler" Series)



1. Windshield Header Trim Moulding
2. Retaining Clip
3. Edge of Windshield Header

FIGURE 22—*Trim Moulding Removed.*

and toward the rear of the car, far enough to release the retaining clips from the windshield header.

CONVERTIBLE TOP MATERIALS

There are two types of top materials used with two standard colors, "Tan and Black" with a neutral light tan on the inside.

The cloth top material is composed of an outside and inside fabric with a rubber combining material in the center. This fabric is treated with a water repellent, which is a wax emulsion (DuPont Aridex).

The other material is a broken twill fabric, coated with a satin finish vinyl.

The cold climates with sub-zero weather, snow and ice; the tropical climates with high temperatures, humid weather and salt air; and the plains regions with intense heat and dry, hot winds, all have a weathering condition on any type of material. In each of these regions there is a natural accumulation of dust and dirt that may contain salt and calcium chloride, coal dust and soot film that may contain sulphur, all of which, with moisture, naturally sets up a deteriorating chemical reaction if not properly and promptly removed.

Through extensive research, the material has been developed to be water proof, flexible, maintain its color, and withstand all the elements as near as it is possible to do.

The rear window is a polished Vinyl. Its flexibility permits the top to be raised or lowered without unzipping and lowering the rear window. However, lowering the back window before the top is lowered, is recommended, to prevent possible damage to the rear window, as sudden temperature changes may curtail its flexibility. It will also help prevent unnecessary scratching.

Cleaning Convertible Top Material

The top material should only be cleaned by washing.

Use lukewarm water, wetting the complete top to soften any dirt spots or accumulation of soot film.

Sponge complete top with Lux or Ivory soap suds and rinse immediately, using a sponge (not rubber) and an abundance of water, removing all traces of soap.

It may be necessary to repeat this operation, rinsing immediately to be sure all traces of dirt and soap are removed.

Surplus water should be removed with a sponge or chamois especially on the vinyl top to prevent water spotting.

CAUTION: *Do not use the same sponge or chamois as is used on the body or fender, as oils or greases may be transferred to the top material, causing stains that are difficult to remove.*

Convertible Top Material Do's and Don'ts

DON'T use hot water on a cold car, or cold water on a hot car.

DO use water that is the same temperature as the car.

DON'T wash car in hot sun.

DON'T place car in hot sun to dry after washing.

DO keep top free from dust as much as possible. Light rains or dew on a dusty top may cause a discoloration or streaks difficult to remove. USE A WHISK BROOM OR SOFT BRUSH ONLY. ALWAYS BRUSH TOP BEFORE WASHING.

DON'T brush dust off with stiff bristle brush. This will remove the water-repellent treatment in the fabric, causing the fabric to turn gray and shiny.

DON'T use cleaning fluids or gasoline. They may cause separation of the rubber combining material from the fabrics, causing blisters and destroying the waterproofing of the material.

DO use Art Gum for cleaning spot, then wash as directed.

DON'T use any highly alkaline soaps.

DO use a good bland soap, such as Lux or Ivory, in suds form only. (Mix in a clean container free from all oils.)

DO use a natural sponge (not rubber).

DO use a wet cloth or sponge to clean rear window.

DON'T lower top when damp. Always be sure it is thoroughly dry. Lowering the top while damp may cause mildew and wrinkles. In cold weather this will cause the rubber combining material to crack.

DON'T clean rear window with a dry cloth as the vinyl may become scratched, always use a damp cloth.

TECHNICAL SERVICE LETTER REFERENCE

Date	Letter No.	Subject	Changes information on Page No.

SERVICE
Nash
PARTS